

The Hongkong Telegraph.

MAIL SUPPLEMENT.

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MARRIAGES.

On June 10, 1910, at Shanghai, Miss B. Journeval to Mr. J. Spurl.

The Hongkong Telegraph.

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, JULY 2, 1910.

A SINGULAR VIEW.

(25th June.)

We published yesterday an article from *Capital and Commerce* containing a diatribe on the Canton Opium Monopoly. It declares that "Reuter's telegram relating to the opium trade leads one to certain misconceptions." It does not mention what these misconceptions are, but continues to obscure its own meaning by stating that it refers to the Opium Monopoly in Canton "at present so that there may be no misconception of our meaning." It then proceeds to mix two entirely different matters, and to ascribe the causes of "the present situation" to the opium merchants themselves, more than the Canton Monopoly or any other violation of the Treaty rights. What does this writer mean by "the present situation"? Does he mean the impossibility, just now, of sending foreign opium into China, owing to a flagrant breach of Treaty, and the cessation, six years before the stipulated time, of the whole import from India? If so his article is singularly inconsequent. It is absurd to say that the stoppage of the trade, which is directly due to the breach of Treaty, and to that alone, has been principally caused by the opium merchants who, he says, are suffering from the consequences of greedy competition in buying at the Indian auctions held in Calcutta. One might just as well say that a man suffering from a headache caused by malaria was in pain because of the "hot coppers" being endured that morning by his doctor, who went to a convivial supper the night before. It reminds us of the good woman who wrote to the school teacher explaining little Johnny's frequent absence from school on the ground of "the late high price of cheese." With the same inconsequence this article attacks the opium merchants for "hoping in the future" of the policy of opium suppression. The author ascribes the high prices which ruled at the auctions to gambling and a desire to create a corner in the drug. At the same time he asserts that nobody knows better than the opium merchants that "Opium smuggling in China has been reduced by more than ten per cent a year

during the last two years." Now it is really impossible for anybody to know that, but suppose they did know it? It would be an argument, not that they gambled, but that they were bereft of the power of reasoning accurately, and of distinguishing essential differences. The writer has pointed out that if the merchants who now hold Indian opium in stock fail to buy at the coming auctions, "outsiders" will have to be let in, who will buy at low prices, and undersell in the China market. This is absurd, for, postulating the existence of a China market, the present holders of opium would, of course, take steps to see that they were not undersold by any outsiders. If they had to lose, what ever happened, they would be careful to see that they did not lose merely to enrich their rivals. They would themselves sell at a loss rather than that. But that is not really the point, which is the assumption of a market in China existing at all. Whereas there was a market, now there is none. If it were possible to sell Indian opium cheap in China, the present holders would not wait for "outsiders" to do it. But the Government of China has deliberately blocked out the whole import for at any rate the present, until our Government succeeds in defending Treaty rights. As long as the article we are considering remains merely illogical and verbose, it is not impossible to deal with it; but when it tries to the sublime heights of pure nonsense criticism is silent. When it says "More commentary is unnecessary," and then continues in the vein of a spiteful woman, we are tempted to sigh "dear old Marie Correlli" and give it up. We read: "The only conclusion that can be reasonably arrived at is that the 'merchants,' who without any appreciable demand for the article, and in the face of the movement to suppress the use of the drug, bought it at extravagant prices, do not deserve any sympathy; and the less said about the motives the better." Who ever said anything about "motives," except that article itself? And how in the world can such a sentence be "the only conclusion that can be reasonably arrived at"? There was a demand, a very appreciable demand. As for the movement to suppress the drug, that could not be by treaty in any way affecting this business. As for "sympathy," what has that to do with the point? The question is one of plain business and of good faith in the keeping of Treaties; it has nothing to do with the tender emotions. We cannot pass without criticism such a statement as the following: "The word 'merchants' that Reuter refers to in the telegram quoted above, properly speaking, belongs to the dual and not the plural number." Reuter did not "refer to" a word. He used it. Unless this writer pretends that English grammar contains a dual inflection for the noun "merchant" we cannot understand what is meant. It surely is of no consequence whether, in a case of breach of Treaty, three merchants suffer by it, or two merchants, or six merchants, or one merchant. Again: "How far their interests when conflicting with the principles and promises of the Government should be safeguarded, it is for the Government of India to decide." Now if this were only "pure nonsense" it wouldn't matter, but it is that kind of Applied Nonsense that is called *Solemn Baldness*. It is therefore our tiresome duty to notice it. If it means anything, it means that merchants (in the dual number) have interests which are contrary to that principle of government which upholds the sanctity of Treaties and the inviolability of international agreements; and it would seem to infer that the Government of India has to decide how far those interests clash with the only promises we can call to mind dealing with the matter in hand, namely, that under certain conditions in ten years, by yearly stages of ten per cent, the export from India of opium should come to an end, and that in the meantime every right secured to British merchants by Treaty should remain inviolate, and should be rigidly enforced. We shall not attempt to follow the lazy thought of the writer in his struggles to make the ends of parallel lines meet. What he appears to mean is, that the provincial authorities in China, some of whom honestly wish to curtail opium smoking, and others are dishonest and work for their own benefit, are to be raised for "making hay while the sun shines" and creating monopolies and breaking Treaties because they are all doing so "with the ostensible object of stopping the use of the deleterious drug in the kingdom." China is not a kingdom, and if it were, that article would not be any easier to understand. The author of it so evidently does not quite know what he means himself. He says: "If the authorities have placed such indirect obstacles it is surely a violation of the terms of the Convention; and unless they could prove that the use of the native drug is entirely stopped in the kingdom, have not in lots of justification." While we have always commended the Chinese Government for its praiseworthy efforts in this direction, we know for certain that the use of the drug is still common in quite a large portion of the empire, and Government, as we have already stated, has not given guarantees of its ability to completely stop the use of opium. Quite so, hear hear! Though we do not follow him in "always commending the Chinese Government for its praiseworthy efforts in a direction" which has "not an iota of justification." The author seems to be misled as to other matters also. He says that the "Bombay merchants" are "as much Bombay merchants" as they are "London or Shanghai merchants," and this seems to weigh on his mind. They are British merchants, so what does it matter? It is difficult to see why any merchant should be less or more deserving of sympathy because he

is described as a Bombay merchant or a Hongkong merchant or a London merchant. The author used the phrase "misconception of meaning" at the beginning of his article. It was not his meaning, but his whole article which was a misconception.

CONGRATULATIONS.

The appointment of Mr. W. J. Tutchet to the office of Superintendent of the Botanical and Forestry Department in Hongkong recalls the days when Mr. Charles Ford was sowing the seeds of plants which are bearing fruit for us today. It was, we believe, as long ago as 1891 or 1892 that Mr. Tutchet came to the Colony, and he then served under Mr. Ford, whose work he has continued. His results are visible and tangible all around us. Mr. Tutchet has spent about twenty-one years in the task of beautifying Hongkong, and of making it habitable for civilized men. Those whose memories go back twenty years here, can remember the bare hill sides and naked patches which now are leafy with verdure, and bright with gay colours. The blossoms of countless trees now sweeten what once was a barren and a dry land. The main-land, too, that once offered to the eye a vista of stark brown patches is now clad in dainty green. Our shaded roads and exquisite gardens testify to the ability and loving care of the Botanical and Forestry Department. What happiness it must be to a thoughtful mind to engage in work which brings with it so visible and lovely a reward! In congratulating this servant in the finest sense of the public, we think of the words of the late Sir William des Vaux: "It may be doubted whether the evidences of material and moral achievement, presented as it were in a focus, make anywhere a more forcible appeal to eye and imagination, and whether any other spot on the earth is thus more likely to excite or much more fully justify pride in the name of Englishman."

THE END ON THE BEGINNING?

(27th June.)

In such a conflict of will as that in which, without doubt, the rich and the poor, the general interests of the public, or let us say for the sake of brevity the Government, have been engaged, the view taken by an intelligent outsider would be of present interest and future value. Everyone in Hongkong is so personally affected by any change or disturbance of his daily routine that it is almost impossible to get even a statement of fact uncoloured by individual or class interest. With the best will in the world to find or acknowledge ourselves deceived in the view which was forced upon us from the beginning, we must say "We told you so." Attempts on the part of interested parties to attach all the blame for the inconvenience caused by the strike to the owners of rich and as to ascribe to their oppressive greed the discontent which caused it have surely been proved vain. The Chinese are past masters in the art of confusing issues, and it is easy to choose an obvious scapegoat as the men who are, rightly or wrongly, supposed to earn cent per cent in the course of little over two years on an investment of eighty dollars for a rubberized ricksha. The truth, however, is now clear. As we said from the first, there was no need for a strike at all, and had the ricksha coolies only been sensible enough to lay their just grievances before the Registrar General, they would have quickly obtained ample satisfaction and full justice, "well pressed down and brimmed over." They chose to make themselves scarce instead, and though a witty correspondent who signed himself "Change" remarked in our issue of Saturday on "the quiet prevailing in the commercial quarter of the City" owing to the absence of the usual obstructive ricksha standing or being pushed in front of one near the curb of the pavements, and though the "inconvenience some business people had to put up with" may have had some compensation in that variety which as "Change" says is the "cream of life," the ricksha pullers succeeded in making themselves vastly unpleasant as well. The vastness of that unpleasantness can only be realized by an stout elderly gentleman, something of an invalid, on a very hot day. "Bank's Mare" has none of the attractions that such very non-querulous exercise as walking in the sun with the temperature at anything over 90 in the shade may offer to onlookers. We did not like it at all, not merely because of the discomfort caused to others besides stout, middle-aged business men (to ladies, for instance) but also because of the "calm cool concentrated civility" as a Casual Critic has called it of that "uncivilized beast" the Chinese coolie as sometimes "have the temerity to call him." For we protest against "civility," however cool, in this hot weather, or in any weather, and we maintain that the organized devilry which will, of malice prepense, put everyone to discomfort and uneasiness, and cause apprehensions of riot and violence, only to be forestalled by special preparations on the part of the Police, is a sign of an evil will directed against the very source and fount of all law and order. Reminds little worse than the disease were proposed of course. "A Hongkong-born Civilian" suggested a monopoly, and in a letter on Saturday advocated it very strongly. It will be seen that he desired to see the Government take the matter into its own hands by calling "for tenders for the sole privilege of playing ricksha for hire for a term of years." This is not to be thought of. The argument against such a final policy may not here be elaborated, but it will be sufficient to call to mind the great danger there is in all mono-

polies. If a monopoly is instituted in ricksha hiring why not in chairs, why not in steam-launches, why not in sampans, why not? But why not in anything whatever? Where is it to end? Monopolies are not for the public benefit, and we know no more forcible argument against what many loose thinkers and looser speakers now-a-days call or miscall Socialism than just the very reasons why monopolies are repugnant to what we may call (or miscall) the "English idea" and are contrary to the spirit of the British Law. The Government here has not found it necessary or advisable to take any steps more drastic than those which suggested themselves from the beginning. Certain of the chief men of the ricksha guilds, that is to say, certain of those who "being chiefs of secret societies, have power and influence in the ricksha guilds, have had to promise future good behaviour under pain of incurring the displeasure of His Majesty's Government in this Colony. Those who have to administer this Government are men who are as jealous of individual liberty and as reluctant to interfere with anybody as we ourselves could be. But when designing cunning minds take advantage of the poverty and distresses of so hard-working, and (from our Critics) uncivilized a class as the ricksha coolies, to pit their own wicked will and evil intelligence against the constant beneficent force of a well-ordered Government, it is well to remember that the Ruler should not "bear the sword in vain."

THE SIBERIAN MAILS.

(28th June.)

What is truth and how should a conscientious servant of the public present to it such "facts" as he may learn or may be thrust upon him? A newspaper is not a vehicle for private feuds to convey their "petty packets of poison" in. Abuse is not argument and no useful purpose can be served by "putting public trusts to very private uses." Perfectly honest and conscientious men often suffer an inconvenience through some flaw in the working of some public department, and in setting forth what may be a grievance apparent to them, give occasion to others, who care nothing for the public weal but are eager to get their knife into somebody, to work off private ill-will in the specious guise of what the French call "civisme." We have taken great pains to find out what truth there is in the fierce denunciation of the Hongkong Post Office which is now being conducted, and which we find was started by a straightforward letter to the Press, honestly signed in full by a man who was straightforward enough and honest enough to set his name to his attack. For him we have no word but commendation. It seemed to him that his interests and those of everybody else were being neglected by the Post Office in the matter of the delivery of mails sent from London by the Siberian mail. Quite in good faith he detailed his grievance. He did rightly. But other persons have seen fit to hang on to his grievance an onslaught on the Post Office and the "dual office" of the present Postmaster General. Now we shall not pretend to quote accurately even from memory, but the Postmaster General who has been misdescribed as "a single gentleman rolled into one" is not a fair mark for the shafts of writers who have forgotten their Sheridan. Even if "like Cerberus, two gentlemen at once" (we quote from memory), he had been responsible for a delay in the delivery of a Siberian mail, we think he might have had the courtesy shown to him, or that Christian charity exhibited towards him, which ought to be extended even to officers of the Government when anything goes wrong. That is, careful inquiry should have been made; facts should have been verified, preconceptions reconsidered, misconceptions therefore avoided. We have had the tiresome business of consulting eight distinct personages who knew all about it, not one of whom was a lover of the Post Office or of anyone in it, as to whether the Siberian mail which was made up in London on the 27th and 28th of May, was delivered here on the 20th of June, Monday, and whether the French Mail boat which delivered its mails here on the 20th of June, was or was not in Colombo as alleged by certain contemporaries on the 28th of May, the day when the Siberian mail was closed in London. Also it seemed good to us to know whether it was actually the fact that a mail arriving in Hongkong by a steamer from Shanghai, containing more than thirty bags was not delivered at the Post Office for something like twenty hours. It also seems to us that we have been doing our duty by our readers, who expect, and rightly expect, to get the truth from the newspapers they pay for, in ascertaining how the agitation came about, who began it, and what reason there is for it. As we have said, the beginning was made by a straightforward business man, who told the facts as he saw them, and did not hesitate to set his name to his complaint. For him we have no word of blame. To him we say "Noble virtue." However, the fabric of baseless abuse and innuendo which has been built on his complaint is only another instance of the injury that may be done by hasty and ill-considered judgment. The facts are similar to those detailed by the original correspondent to the local press. The steamship *Chonan* anchored at ten minutes to five (one informant says twenty minutes to five) and had on board only five bags, not thirty-six as stated, of Siberian Mail. The other "about a hundred bags other than Siberian Mail," perhaps equally as important, were nothing like as important, they were not even letters. They were parcels. We have it from one of the men who actually saw these bags sent, and we know therefore for a fact that

these bags were all parcels for Mengtze and Yunnan, addressed by Chinese to Chinese. They were not therefore, as important as letters. No one can call samples of trade goods as important as letters. But that is not the main point. Supposing that the five bags of Siberian mail containing the fate of Nations and the future of our Colonial Trade, the life of Hongkong, what are we to say to a Post Office that so neglects its duty as not to take delivery of the Siberian Mail for twenty hours and some odd minutes? Our inquiries did not touch us what we knew already, but we are surprised at people who ought to know better talking like silly griffins at a club or other "public" bar about the failure of Post Office to send for the mails, when as a matter of fact, the Post Office had no sort of duty or obligation in such a case at all, and if it had, does not possess the means to execute it. The Post Office, we find, has one launch, and it is at work all the time. It ought to have two, but that is not the business of the Postmaster-General, who, if he at all resembles his predecessors in office, would probably like to command three or four additional ones. Formerly in Hongkong Sunday was considered a day of rest, even for the Post Office. The miserably paid and over-tired clerks had a day's rest once. But it was discovered by a Postmaster-General who had much against his will, without pay, to hide a bicycle made for two, that mails were arriving by steamers other than those under contract on Sundays. So he laid it down that underpaid and over-worked clerks must come to ill-ventilated offices and work until five o'clock every Sunday. Now a ship's captain carrying His Majesty's mails is obliged by Ordinance to deliver the mails immediately on arrival in this Port. Failure to do so involves a penalty of \$500. When a ship arrives at, say, ten minutes to five, the skipper may take his chance. The Post Office has no men to send for the mail, no money to hire men with, and no right at all to do any such thing. The duty and obligation are all on the ship that has brought the mails and has been paid for so doing. If the captain "chances it" and sends it ashore, it is not improbable that the bags will arrive about six o'clock, and finding that even on Sunday Post Office clerks cannot be expected to be on duty for ever, and that the doors are closed, the bags may have to go back to the ship. This has certainly happened once. It did not happen on the 19th June. The Captain found that it was too late. He therefore of course did not risk the trouble and annoyance of sending all the five bags of Siberian Mail and hundred or so bags of Chinese parcels simply for nothing. It is not true that the French Mail boat which brought the mail which was distributed in Hongkong on the 20th of June, Monday, that is to say the same day as that on which the Siberian Mail of the 27th and 28th of May from London, was delivered here, was at Colombo on that same 28th of May. That French mail boat was in Colombo on the 7th June. Anybody who likes can ask the courteous representatives of the Messageries Maritimes in order to verify this fact. It is impossible to work without tools. If the Hongkong Post Office is to continue to lose over one hundred thousand dollars a year by these Siberian inconveniences, it will become a question whether perhaps the public of Hongkong will be content to pay a little more for them. We are by no means admirers of the Hongkong Post Office. It is a villainously underpaid department and in this Colony underpaid persons are of course social outcasts. So we cannot possibly consult their view of the matter. But it seems to us, who always have been, and hope always to be, "the voice of the voiceless," that to blame a Government Office for not having apparatus that it has not got because the Public refuses to pay for it, and to use big words like "Scandal" without any more cause than a letter from a disgruntled and not accurately informed fellow-citizen is so far worse than inconsequent that it is our duty to protest, even though we don't like Post Offices. There is something we dislike even more. It is that form of cheap and safe vulgarity which attacks people who from their position are unable to defend themselves. The Postmaster-General is Acting Colonial Treasurer. Well, what then? He cannot be expected to swim out himself to ships which arrive here on Sunday evening, ships too which have an obligation to land mails themselves, and to return with Heaven only knows how many bags on his back! And we haven't heard any more reasonable complaints against the Treasury since this gentleman had to control its accounts than the abuse of that hard worked department, the Post Office.

BANK MANAGER ON LEAVE.

Mr. J. R. M. Smith who, for at least twenty-eight years, has been one of the "few in the know," now is about to show how much he knows by transferring the bodily part of him to the Old Home on a well-earned leave. His soul, no doubt, will remain here and inspire that spirit of cold reason and hard dividend getting which has enabled the greatest corporation of money-making men which Asia has ever seen to attain the position now held by the Hongkong Bank. To have seen a capital nearly doubled, to have gone through the vicissitudes which have endangered all business during the last few years, to have been able to fill the shoes of such a tremendous money-maker as Sir Thomas Jackson, must be a pleasant retrospect for Mr. J. R. M. Smith. He can remember his days when mountain information

made men who longed for accurate knowledge tremble with alarm, whenever a mail came in. He can remember the first time the cable brought a change in the rate of exchange for good or evil, and all felt keenly still. Under Mr. Smith's long hand no mistakes appear to have been made, in that mighty machine through which throbs the pulses of commerce from London to Peking.

THE DELIGHT OF A KING.

(29th June.)

Who are those whom the King delights to honour? Throughout his wide dominions, and what have they done to earn the recognition of a Nation and the right to use a title before their names or a certain number of letters of the alphabet after their names? In the time of Queen Victoria these distinctions were given mainly to persons who were connected with one of the great political parties. For instance, when the ardent radical, Mr. Cyril Flower blossomed into a peerage, and became Lord Listerdale, it was evidently less due to an association of ideas joining the gentleman's name with Queen Victoria's horticultural tastes, than to a sense on the part of Lord Rosebery and his colleagues that "one really has got to do something for these fellows you know." When our late and still deeply mourned King came to the Throne, a new influence was felt in the distribution of honours. Queen Victoria had little interest in that sort of thing outside her own entourage, and as most of these were ladies, and all or nearly all belonged to the old aristocracy, and did not care in the least whether they and their friends were called earls or viscounts or marquesses, and indeed hardly ever thought that such a thing had any true importance, and as Queen Victoria herself had no objection to recommendations made by such ministers as Lord Rosebery or Lord Hamilton, it did not really much matter when Liberals were elevated to the Peerage. A Majoritank might be created Lord Tweedmouth without anybody minding much after all he was a gentleman, and of better family than some of the members of the Cabinet that recommended him for a peerage. King Edward the Seventh, however, himself a nobleman, apart from his mere position as King, of as good "quality" and ancient descent as any of the noblest born of Austria or Spain, had mingled with the *haut noblesse* as well as with the *bourgeoisie* of many nations. Nobody had as thoroughly sound a knowledge of what each class called "Society" than that true chief among men, and best of English sportsmen our late King. He knew to a hair how much graciousness to show to Lord Fitzanything and the exact amount of patronage to extend to a successful grocer who might or might not be deserving of a baronetcy or worth a baronetcy if well handled. Our new King is handicapped because he has not as yet had time to befriend or alienate, or to be befriended or offended by our old aristocracy, nor has he as yet had the unequalled opportunities enjoyed by an English King of making himself pleasant to grocers who aspire to become baronets. The first fruits of King George's reign for those who longingly wait to gather such concrete smiles of Royalty as may express themselves in a step upward in the Peerage or even a baronetcy, or such a pat on the head as a mere knight-hood, will be found to have sprung from that Socialist's Garden of Paradise the present Liberal Cabinet. Of course Mr. Asquith had to recommend for a Peerage so solidly Liberal a voter and supporter of what some people still appear to believe is Liberalism, as the Rt. Hon. Richard Knight Couston. Gladstonian Liberals also must rejoice at the elevation of that fine cotton spinner and National Liberal Reformer, Sir William Henry Holland, Kt., and the baronetcy of Mr. Joseph Walton, while crowning a career which may have been of interest to the "coal and allied trades" may shed a lustre on that class of members of Parliament who travel extensively in India, Burma, Africa, America, Canada, China, Japan, and Persia, etc. Especially that "etc" may have appealed to the mind of Mr. Winston Churchill, when the lists of persons to be recommended for Birthday Honours was being made up. The King, who is a bit of a traveller himself, could not but give a baronetcy to a man who had proved his interest in the British Empire by succeeding in travelling all over it and some of its neighbours and yet remaining a follower of Mr. Lloyd George. Men who being in a public position greatly distinguish themselves, quite independently of political party, are occasionally remembered by Cabinet Ministers when submitting names to the Sovereign. Our late Master King Edward needed little help in the way of reminder; he was well in touch with all his departments. In the past when a man who thought himself distinguished clamoured for recognition, or when a really good man deserved it but was not well enough advertised by himself or others to extract any better letters of the alphabet, he was usually given a C.M.G. In most cases a man is made a Companion of St. Michael and St. George for doing something. It sometimes happens that such an honour excites universal applause and approbation. Especially to be remembered by such dignitaries as the Prime Minister, who has battled with obstinate Chinese Officials and at any cost of labour and trouble defended British interests and British trade, and who has resisted with iron will any temptation of Treaty. We now know that Mr. J. W. Jamieson who is now highly distinguished British rights in the recent attempt by the Canton Authorities to force all the British goods to be imported through the

The Ricksha Strike.

MONOPOLY ADVOCATED.

AN OLD SUGGESTION REVIVED.

Hongkong, 25th June, 1910.
To the Editor of the "Hongkong Telegraph."
Dear Sir—Some 20 years ago, the rickshas that were used for plying for hire were rickety things, some half after the type of those now used in Shanghai district, and old decrepit opium smokers and consular officials, who constituted not a small number of the army of pullers. Strikes and complaints of extortionate charges were not infrequent.

A suggestion was at that time made to the Government for the forming of the sole privilege for plying rickshas for hire at double the licence fees then obtained, the rickshas to be of an improved type, and the drawbacks then prevalent to be remedied and to be made practically impossible. I then formed a syndicate and sent a written proposal in the name of a Chinese friend of mine to Sir (then Mr.) Stewart-Lockhart, our then Registrar General, for the monopoly to ply 500 rickshas for hire; the rickshas to be of a type to be approved by the Government, and the wheels to be of rubber-tyres. The pullers of the rickshas were to wear clean livery clothing and the farmer was to provide a sufficient number of watchmen to assist the police to control the traffic and to put a check on the pullers from demanding more than their legal fare (the same fare, I think, as at present allowed). The monopoly, if granted by the Government, would have made any strike of the pullers impossible, for the simple reason that the Government would look to the farmer to supply for the convenience of the public an adequate number of rickshas during the term of his contract. The supply of coolies more than the demand could always be obtained either locally or from Swatow, when a proper monopoly existed. The scheme was pigeon-holed by the Government in consequence of the Hon. Mr. Whitelaw's denunciation in strong terms against the granting of monopoly.

Many strikes from one cause or another have since taken place and I believe the owners of rickshas are greatly to be blamed for these strikes, as the number of licences being restricted, the owners of rickshas having all their way to fixing exorbitant rates of their rickshas, charging 50 cents for a rubber tyre ricksha for a day's hire, and 40 cents for an ordinary one. These exorbitant charges, I submit, are at the bottom of the whole trouble. There are two pullers to a ricksha, one for the day and another for the evening. Between them the rate of 50 cents a day has been paid to the owner, but if the rate is reduced to 40 cents a day, I believe the pullers will have no cause of complaint against the appearance of the tariff board on their rickshas, the appearance of the tariff board being the preventive of their squandering on strangers to increase their daily earnings.

The suggested reduction of rate from 50 cents to 40 cents a day might be resisted by the ricksha owners, many of whom having already made quite a small fortune, but when it is remembered that cent per cent is made by them on their investment, the reduction to 40 cents a day would still give them a handsome profit, as shown as follows:—50 cents per day = \$5 per month or \$150 per annum (say in subsidiary coins) or say \$150 in bank notes. A rubber tyre ricksha costs about \$80 and the annual licence fee (paid quarterly) is \$7, making a total outlay for the first year \$157, for which a return of \$153 is made. At 40 cents per day the income would be \$120 (in bank notes) per annum against an outlay of \$157.

Should the ricksha owners refuse to reduce the rate of their rickshas to 40 cents per day, or should the pullers still persist in their demand for the removal of the tariff board from their rickshas even if the ricksha owners could be induced to the reduction to 40 cents per day the remedy for ending the strike would be for the Government to take immediate action in the interests of the public to call for tenders for the sole privilege of plying rickshas for hire for a term of years under existing regulations. It will be then seen that the humbering from the owners of rickshas and the pullers will cease once for all.—Yours faithfully,

A HONGKONG-BORN CIVILIAN.

THE N. D. L. COMPANY.

CHAIRMAN OF DIRECTORS ON TOUR OF INSPECTION.

Heir Heinkeke, chairman of the Board of Directors of the North German Lloyd S. S. Company, arrived in Hongkong on June 9 by the company's steamer *Prinz Reginald Luitpold* and spent a few hours ashore before the vessel resumed her journey next day to the Australian Colonies.

Herr Heinkeke, seen on board the vessel a few minutes before she left port, told a *Times* of Ceylon representative that he was going out to Australia on a voyage of inspection. He wishes to see for himself how matters are progressing in connection with the N.D.L., and intends, after visiting the principal Australian ports, to go on to Guinea, and China and Japan, making the passage by a line which is under the control of the N.D.L. Company.

This is Herr Heinkeke's first visit to the East, and he enjoyed his short stay in Hongkong immensely. He was so impressed, he said, with the place that he intends on the return voyage to make a longer stay in the island. He expects to be in Hongkong again about December.

S.S. "MISHIMA MARU"

BUILDERS' BEAUTIFUL GIFT.

The N.Y.K. European liner *Mishima Maru*, Captain Moses, which is now in port on her way from European ports to Yokohama, has just received an addition to her fittings which cannot fail to make her even more attractive to the travelling public. This is in the form of a beautiful silk embroidered picture which was placed in position yesterday, reports the *Kobe Herald* of 22nd inst. It is a present from the builders, the Kawasaki Dockyard Co., of this port. The picture, which is 5 ft. 9 in. broad and 3 ft. 6 in. high, is slightly curved in order to fit the contour of the panelling in the companion way, where it has been placed in position. The scene depicted is the *Mishima Jinja*, the well-known first-class shrine near Numazu, on the Tokaido Railway. It is the work of Takashimaya, Tokio, and has taken a whole year to complete. We have not seen a finer example of the Japanese embroiderer's art, and the Company is to be congratulated on possessing it. *Mishima Jinja* is dedicated to the grandfather of the consort of Jimmu Teiso.

RAUB GOLD-MINE.

The following is the result of crushing operations at Raub for the four weeks ending 18th inst.—
Bakir Koman. Stone crushed 3,553 tons; Gold obtained 1,978 ounces; Average per ton 684 dwts.
Bakir Koman. Stone crushed 816 tons; Gold obtained 377 ounces; Average per ton 462 dwts.

THE RICKSHA STRIKE.

COOLIES RESUME WORK.

The ricksha strike is at an end. Thanks to the tactful manner in which the Hon. the Registrar General handled the men and the vigilance exercised by the Police against any subversive disturbance and the wholesome moral force they have so successfully employed over the army of coolies, the latter have been brought to their senses. On Saturday afternoon the first signs of the strike giving way manifested themselves at Saiyigokun when a few rickshas began to ply for hire late in the afternoon. The number was augmented yesterday (Sunday) and this morning normal traffic was once again resumed in the business quarter of the City, there being the usual number of vehicles at every stand.

OWNERS AND COOLIES BEFORE THE REGISTRAR GENERAL.

In the course of the foregoing on Saturday several owners interviewed the Registrar General had expressed their eagerness to have the licence deadlock, which was the principal cause of the strike, removed as soon as possible. Following the owners' visit later in the day three of the leading ricksha pullers, who were known to possess influence in the councils of the Coolies' Guild, were summoned to appear before the Registrar General. It is understood that that official pointed out the error of their ways and the uselessness of persisting in a futile attempt to lay down the law to Government, who were in the position to dictate what is right for the public weal. While the men were persuaded to discontinue their differences, they were also clearly told that any further obduracy would be dealt with with a firm hand. The headmen among the coolies would be held responsible for the continuation to resist law and order, and, if necessary, the law invoked for the riddance from the Colony of such characters as threatened the public peace.

The salutary effect of all this plain speaking did not take long to manifest itself, as just stated; in the course of the afternoon, some three hundred rickshas issued forth from the Saiyigokun district and, after three days' useless idleness, the men were only too glad of the opportunity to earn their living. The first of this small army to regain their wonted daily avocation were not allowed to go wholly unmolested, for no sooner did they get within the limits of the Central District than they were set upon by the rowdies of the turbulent gang whose headquarters are in Aberdeen Street. It is reported that two rickshas were smashed in the collision. The Police, having been on the watch for any such incident, were at once on the scene and the incipient disturbance was

NIPPED IN THE BUD.
by the arrest of two coolies who were the ringleaders in the affair. Later in the afternoon several more arrests were effected, and the Police and Chinese detectives continued to patrol the district covered by vehicular traffic in slightly greater force. Fortunately, no further attempts at violence have to be recorded, although a sharp look-out was kept against the collection of large gangs in street corners, the men being kept constantly on the move. It was the men of the Hoklo class that tried to prevent the other men from resuming work. The Hoklos come from the mainland, and their native place is at Mei Lok-ung, near Chiu-chau. They are said to be the most notoriously turbulent of the coolie class of people and, almost without exception, belong to the secret societies in Hongkong.

RIOTERS BEFORE THE MAGISTRATE.
Five ricksha coolies appeared in the Police Court this afternoon on charges of making use of threats of violence and assault on a number of other vehicle-drivers with intent to hinder the latter from plying their hire. In the evidence, it came out that some of the defendants attacked the purses of their victims, when the Police intervened in the matter. Three of the defendants were from the Central District while the remaining two hailed from West Point. One of the men was discharged owing to an evident reluctance on the part of the complainant to give evidence against the defendant, three were awarded fourteen days' hard labour each, while the remaining defendant was remanded.

REVISION OF THE SCALE.
It is more than likely that, once the ricksha pullers settle down in real earnest to their work, the sympathy that is unmistakably on their side on the question of the minimum fare for the fifteen minutes ride, will assume practical form in an equitable revision of the scale so as to prevent the hardship inflicted on the men by many who interpret the scale far too literally without any humanitarian regard for the coolies. While retaining the 5-cent fare, if it were removed to just enough for gratification, the authorities to adopt the plan of a sectional division of the City in the Central District, involving beyond certain limits in which the scale of payment to the coolies would be regulated accordingly.

COST OF THE STRIKE.
In the course of conversation with a gentleman this morning who is more or less acquainted with the Chinese working class in Hongkong, he informed our representative that the recent strike must have cost between owners and pullers several thousand dollars from the time the strike was instituted on Thursday to its termination on Saturday evening. The estimate is arrived at on the following approximate basis:—
An owner of a mixed lot of 49 vehicles (1st and 2nd class) stated his loss at between \$11 and \$15 per day in the non-receipt of daily hire from coolies, the payment of the licence fees and the cost of the coolies' food. Taking the average aggregate loss at \$13 for every 49 rickshas, the loss on each work day at, say, 47 cents, which represents a total of \$540 per day, equivalent to \$1,620 for three days.

\$3,000 LOSS.
The coolies, on the other hand, calculate no earnings per capita for a bare living wage, exclusive of the rent of the vehicles, not less than 35 cents a day, 40 cents would be nearer the amount. They are luxurious feeders compared to the average Chinese working class in Hongkong, having three meals a day which cost them 35 cents inclusive of *jam* u, of which they speak moderately. The Hoklo, generally speaking, is not addicted to opium as a vice; if he has a wife, he smokes only in moderation, but believes in making provision for the inner man in order to enable him to bear the hard toll of the day. At 35 cents per man the loss in wages for the 1,500 men amounted to \$525 a day, that is over \$1,575 to three days. The net result of the coolies' obduracy last week has cost them in round figures three thousand dollars.

A FALSE SCARE AT KOWLOON.
Yesterday several people got a serious scare at Kowloon. Not of a tiger, oh dear no! Far worse, it was about the rickshas, the important vehicles which carry weary workers across wastes scored by the parallel cruelty of the iron road through "villages" to the red-pick rest of a cottage in quiet Kowloon. Yesterday, at a quarter to five, people arriving by the ferry at the mainland beheld a vision of emptiness, a long line of shed without a solitary ricksha. We, for we were there, were told that the "Kowloon rickshas" have gone strike-strike now. "Strike-strike whatever that!" We were told that rickshas were every one doing a bolt up country "somewhere among these tents" long ago. "Long ago" turned out to be a quarter of an hour before, but the matter was serious, for middle-aged fit people have not got to Kowloon what some contemporary or other called the police of the ubiquitous tramway, which he, or it, declared could take anyone anywhere, master ricksha, in Hongkong. We wearily disbelieved this about Hongkong, for no tram here can possibly take one everywhere, and in hot weather, on a hot afternoon, in Kowloon, on Sunday to go to have several rickshas show journeys on one's own legs, without help, which seemed really a case for the Police Inspector, Langley, always ready to attend to the public and to put himself to any inconvenience in so doing, took the trouble to go down and investigate the matter personally. The thing still remains unexplained. In the course of twenty minutes or so the long shed was full of rickshas. The Chinese detectives and head coolies could not explain why, so sudden an exodus had taken place so shortly before. Some Chinese said that just about 4 o'clock three European had been travelling by ricksha; one paid his fare, and two did not. The gentle ricksha coolies, therefore, feeling low in their minds about life in general and this instance of Caucasian domination in particular, decided that the example of the Hongkong pullers was not a bad one to follow on so mighty hot afternoon. Others said that no, that was not the reason for the dearth of rickshas. It was caused by a sudden demand for rickshas elsewhere in Kowloon. Whatever the cause, no three Chinese agreed as to what it was, and apart from the fact that the Police Inspector, Langley, who took a deal of trouble to see whether anything really was the matter and if so, why, and the half hour or more during which no rickshas were under the shed and people arriving by the ferry had to walk home, no harm was done. It may be borne in mind that all rickshas standing under that shed (which was erected at public expense) are obliged by law to ply for hire when required. They cannot refuse. If they do they may be given in charge. They take it to be a case forward as each ferry boat arrives and in this way crowding and "rushing" passengers is avoided. Whether it be the persuasive way Inspector Langley has with him or whatever it may be we know not, but certainly the rickshas on the Kowloon side are kept under better control than those over here in this gorgeously named Victoria City.

SHANGHAI LIFE INSURANCE COMPANY, LTD.

FIFTH ANNUAL REPORT.

Your directors beg to submit for your consideration their report for the company's fifth year, ending March 31, 1910.

New Business.—New applications were received during the past year for a total of Dollars 4,897,378 against which policies were issued for Dollars 4,473,31 and applications for Dollars 419,616 were postponed or declined, this being an increase on accepted business over the preceding year of Dollars 3,156,429 or 93%. The total insurance in force as at March 31st, 1910, amounted to Dollars 9,878,825.

Income.—The income for the year amounted to Dollars 766,309.39 from premiums, and Dollars 7,438,125 from interest and exchange, or a total of Dollars 8,204,434.48, being an increase over the preceding year of Dollars 246,245.72 or about 4%.

Assets.—The total assets now amount to the sum of Dollars 1,079,881.25 being an increase over the preceding year of Dollars 381,880.00 or about 5%. The directors again call attention to the fact that the assets of the company are invested in first mortgage, debentures of public companies in Shanghai, and deposited in Banks on ordinary or term deposits. No stocks or shares of any kind are held by the company.

Insurance or reserve fund.—The total of this fund which represents the amount held by the company as reserve for the security of policyholders, now amounts to Dollars 963,700 being an increase over the preceding year of Dollars 375,004.81 or about 65%. The total security to policyholders inclusive of uncollected subscribed capital amounts to the sum of Dollars 1,530,327.38.

The revenue account and general balance sheet as shown herein, have been duly certified as correct by the company's auditor, who has held a continuous monthly audit of the company's books and accounts during the past year.

Mr. Ong Ying Sun in accordance with the Company's Deed of Settlement retired from the Board, but being eligible, offers himself for re-election.

SOUTH MANCHURIAN RAILWAY COMPANY.

HALF YEARLY MEETING.

At the regular half-yearly general meeting of the South Manchurian Railway Company on Saturday last, the 18th inst., the report and accounts for the last half-year were adopted. A dividend of ¥2,000,000 was allotted to the Government shares, and a surplus of ¥1,613,513 carried forward. According to the *Hoch*, one of the shareholders seeing that the working of the company showed an improvement every half-year and that it was able to pay a dividend of ¥1,000,000 to the Government shares and carry forward as much as ¥2,316,000, expressed a hope that the company would call up a further payment on the shares, when either the debentures should be partly redeemed or the working of the company was adopted. The meeting unanimously endorsed this wish. One of the shareholders inquired what amount the company expected to be able to pay to the Government at the next half-year. In reply Mr. Nakamura, president of the company, said that the Government estimated the amount of profit receivable from the company for the whole of the current year at ¥3,500,000 and he hoped that the company would be able to pay ¥1,000,000 for the next half-year, or so bring up the total for the year to ¥3,500,000, as originally estimated.

The net profit for the half-year period amounted to ¥6,804,804, including a surplus of ¥2,191,672 brought over. The net total was disposed of as follows:—
Legal reserve ¥24,291
Dividend to Government ¥1,000,000
Dividend to private shareholders at 6% per ann ¥60,000
Special reserve Bonuses to officials ¥200,000
Surplus carried forward ¥2,316,513
Total ¥6,804,804

A SHOP-COOLIE was awarded seven days' hard labour and four hours' stocks by Mr. J. R. Wood in the Police Court last Saturday for stealing two wooden buckets and a quantity of

BOXING.

Britishers who dearly love contests of strength and skill especially in that most English of all sports, boxing, will have an opportunity of enjoying the sight of a really first class scientific glove fight next Saturday at the City Hall. A few people may faintly recall the adjective "battling" as applied to one Sims, a coloured "man of his hands." Now a "battling" gentleman, also coloured, content to be known as "Battling Willett" is going to face a champion of our Royal Garrison Artillery, Sergeant Pigott. Twenty rounds is the limit of the contest, but we have reason to believe that it will not last quite as long. The "battling" will take a deal of beating, and Pigott is a most formidable pugilist. This should be the best fight ever seen in Hongkong. The remainder of the programme is of a spirited character. Mr. Levitt, the promoter of this boxing exhibition, is well known in Calcutta and Bombay, and any glove fight arranged by so experienced a man is bound to be a treat to lovers of the gentle art of self-defence, especially with the help of that popular referee, Mr. J. Dempsey.

NOTES BY THE WAY.

THE RICKSHA STRIKE.

It is not often that the dull monotony of the week is disturbed by anything more startling than Sanitary Board meetings, but the uncommon attitude which has been adopted by the local authorities since Wednesday last has within the last few days provided the Colony with a *châle* with an exhilarating topic of conversation. One is once more reminded of the lines "For ways that are dark and tricks that are vain the beaten Chinese is peculiar." How intensely true are those words, written by a clever man at an inspired moment. The strike had been engineered by the malcontents long before the authorities could entertain a particle of suspicion that the coolies had decided to deviate from the even tenor of their way and to resist the power of organization, not even the coolies being expected that they would know anything about it till the eleventh hour. After this, who will have the temerity to persist in the firm belief that the Chinese coolie is without an unadvised boast, wholly incapable of the power of calm, cool, concentrated consciousness?

WEATHERY TOPICS.

Whew! It has been a hot week. On Monday morning the thermometer in the Supreme Court registered 91 deg. in the shade. Was it hot enough for you, gentle reader? The state of the weather doesn't really interest anybody but sometimes, when all else fails, your humble scribe has recourse to fall back on the good old theme. While on weathery topics, reminds me of what may be described as a barometric hick which was performed during the week. At about the same hour for three successive mornings the beginning of the week a somewhat copious rain fell down on Mother Earth, but in the space of a few minutes the sun's beaming rays plucked through the banks of clouds and for the rest of the day smiled on a fair world.

THE CHIEF JUSTICE AND THE NEW FORM OF OATH.

There was an element of spice in the questions of the Chief Justice at the Supreme Court the other day when he queried the Registrar about the mysticism of the new form of adjuration, which had been introduced by Ordinance during his absence from the Colony. His Lordship was evidently much impressed by the solemn raling of the Bible in the right hand, accompanied by the words "I swear by Almighty God" after the person concerned had been admonished by the official administering the oath to "tell the truth, the whole truth and nothing but the truth." Doubtless his Lordship felt the must say something. It did not take him long to discover that the oath was in all respects the same as the old one except in so far as the erstwhile microbe-proof method of kissing the Bible had been mercifully abolished.

A DREAM IN DUST.

Have I been talking of microbes? If any of my readers are anxious to make the acquaintance of a sufficient quantity of them to certainly last them for the rest of their lives, I recommend, free gratis and for nothing, a trip up Pedder's Hill at the tiffin interval. I unequivocally guarantee that the most sanguine expectations of the most voracious microbe-hunter in the Colony will be fully realized and no mistake about it. Somebody described the famous Taj Mahal as a dream in marble, but Pedder's Hill at a dream in dust. What greater edifying sight could there be than a happy-go-lucky sweeper, who apparently for no other purpose than the sweet sense of his work, is sweeping the street, and in his wake the whole length of the busy thoroughfare with a cloud of dust at his heels, the dust vocabulary built is only made inaudible by big handkerchiefs stuffed in the victims' mouths. But we must once again remember that we are in Hongkong and that such things are permitted to go on.

A CHINAMAN'S WIT.

By the way, that was not a bad specimen of unconscious humour which was sprung on the Bankruptcy Court in the presence of the Chief Justice the other day. On a certain debtor being asked by the Official Receiver whether he had made the sum of \$5,000—while he was in the service of a benevolent Government, the man replied: "No, you can't do it. 24 money was left to me by my father. That money was lost by me. I was a poor old man. The accident was a very bad one. I was in the direction of retrenchment when the Committee, with characteristic energy, closed one eye on respectable and in many cases, wholly unnecessary allowances to high-placed Government officials and such terribly expensive matters as the \$15 pittance of struggling clerks and electric lighting here and punkah-pullers there, were cut down with a vengeance in order to save the Colony from sheer, downright bankruptcy. This is a funny world, to be sure.

A KITCHENER STORY.

At the present moment, when the probable appointment of Lord Kitchener to a high military post is exciting a great deal of attention at home, the following true story, illustrating the soldier's biting sarcasm, will be regarded with interest. One occasion during his tour of office in India, Lord Kitchener visited an out-of-the-way district where a new fort had just been erected. When he got there Kitchener was astonished to find that the fort had been so erected that it was easily commanded from a high hill close by.

The officer who had been in charge of the construction, and who had selected the site, was present with the party, and Kitchener called him forward. Instead of the outburst that the staff expected, Kitchener merely held out his hand and said:

"I congratulate you, Colonel. What a capital place for a fort! When do you commence to remove the hill?"

CASUAL CRITIC.

CIRCUS COMING.

THE HIPPODROME DUE HERE AT THE BEGINNING OF NEXT MONTH.

That mirth-provoking, button-splitting combination known as the Hippodrome is going to favour the Colony with another visit, this time in new trunks which are guaranteed to send away the most down-looking misanthropist happy and contented. The management have secured the services of a number of clever artists, who will appear in daring and skilful turns which have been the subject of favourable comment in other cities. That indispensable adjunct of every well-kept Circus, the clown, is a prominent feature of the present show and a bright and pleasant entertainment is assured to intending patrons. Further particulars will appear tomorrow in our advertisement columns.

EMANCIPATION OF JAPANESE WOMEN.

INCREASED EMPLOYMENT FOR WOMEN.

The great increase in the opportunities of employment for women in recent years in this country should be noted as a remarkable sign of the times, writes the *Yokohama*, and one which will have most important and far-reaching consequences. It is not unlikely that it will lead to a fundamental reform of the whole social system. Albeit the particular sphere allotted to woman has been the home, where she has been seldom allowed to raise herself above the level of.

DOMESTIC DRUDGERY.

and has been generally regarded as inferior to man and socially treated as such. Now the spheres of activity for women are being steadily enlarged in every walk of life, and this circumstance is more than likely to result in elevating their social position. With the uplifting of their position women will be induced to demand some improved forms of education and extended legislation necessary for the protection of their interests as opposed to those of men. Among the many problems that will present themselves as the result of the emancipation of woman nothing will be more important than its effects upon the

HOME LIFE OF THE NATION.

On this particular phase of the question much discussion is now going on in Europe and America. The employment of a great number of women workers in the cotton-spinning and kindred factories is well-known, but within the last few years the number of young women finding employment in better and more dignified positions has considerably increased. The Railway Board, for instance, at present is employing 244 women; the savings bank department of the Post Office 733; and the Tokyo telephone office 1,300. In the Bank of Japan there are 314 women out of a total of 865 employed—a respectable percentage. Besides these the number of women employed by various banks, firms, stores, shops, etc., is not inconsiderable. It is computed that the number of women workers of this class throughout the country is not less than 10,000. Further at the end of 1907 there were 34,000 female teachers engaged at various schools in the country, and when to these are added the host of nurses, midwives, and others who are obtaining employment in other fields the numbers of women following various occupations outside their home will amount to something like 65,000. New the number of naval and military officers, civil servants, school teachers, lawyers, doctors, bank and office employees, etc., is estimated at 600,000, and so it will be seen that the number of female workers is equal to about ten per cent. of the men. This must be admitted to be

A REMARKABLE ADVANCE.

On the part of women in the field of active life. Turning to the factories it may be observed that according to the census taken at the end of 1908 altogether there were 770,000 industrial workers, of which 426,000 were women, or 55 per cent. of the total.

At present, continues the Tokyo periodical, most of the women workers engaged in factories and offices, etc., are unmarried young girls, and have not yet exerted much influence upon the

SOCIAL LIFE OF THE COUNTRY.

It is evident, however, that this phase of the problem will begin to be keenly felt sooner or later. The increasing participation of women in the active life of the community is a natural and inevitable tendency of the times, the fact should be openly recognized and every possible means taken to obviate the

CONTESTATION BETWEEN MEN AND WOMEN.

and other evils that are likely to arise owing to the acquisition of new power by women. An endeavour to confine the activities of women within narrow circles on the ground that the new movement tends to destroy the happiness of the home would not only be futile, but may be fraught with serious consequences. The awakening of women to the necessity of independent livelihood may be traced to the same source of ideas that has led to the overthrow of despotism and the abolition of class distinctions and to the recognition of popular rights. In other words, it is a movement to free themselves to a more or less extent from the oppression of men, and to assert their rights as citizens and as equals with men. This is the general current of thought all over the world. The gradual diffusion of education among women is a potent factor in encouraging this movement.

EDUCATION OF WOMEN.

In this country is still in an undeveloped state; yet the number of girls in the elementary schools amounts to 440,000. In addition to this there are hundreds of higher schools for the education of girls, which are annually turning out some 40,000 graduates. Such an amount of education, when properly applied to a certain definite object, will become a great force.

EQUILIBRIUM OF THE HOME LIFE.

of the nation will be more or less disturbed by the new order of things, but if men can be induced to see the justice of the claim put forward by women, they would be wise and liberal enough to adjust themselves to altered circumstances. It is not unnatural that at this initial stage of the new life upon which women are entering there should be some slips and falls. Nothing can be gained without sacrifice. There may be some bad ones among those who may be called "new women," but the whole flock cannot be killed with the same brick. Taking all in all, the *Yokohama* concludes, it must be admitted that the larger activities of women are the inevitable tendency of the age, and men whose freedom was obtained in the last century should not grudge in this the emancipation of women, for which the men are gallantly fighting.—*Yokohama*.

BOLLION.

Messrs. Samuel Montagu & Co.'s Bullion report dated London, May 26, contains the following:—

Gold.—The arrivals of bar gold were well over a million sterling, of which more than two thirds was secured by the Bank of England; the remainder was absorbed by the Continent and India (£56,000) the latter demand being noticeably reduced.

The following amounts were received by the Bank:—

May 16	£216,000 in bar gold.
" 27	35,000 in bar gold.
" 27	300,000 in sovereigns from Germany.
" 28	132,000 in bar gold.
" 30	86,000 in bar gold.
" 30	20,000 in sovereigns from Australia.
" 30	136,575 in sovereigns released from Straits Gold Reserve.
June 1	225,000 in bar gold.
June 1	60,000 in bar gold.
May 26	£204,000 in sovereigns for Constantinople.
" 27	27,000 in sovereigns for South Africa.
" 30	14,785 in sovereigns set aside for Straits Gold Reserve.
" 31	25,000 in sovereigns set aside for Straits Gold Reserve.
June 1	25,000 in sovereigns set aside for Straits Gold Reserve.

The net influx during the week amounts to £1,004,788.

Silver.—The month of May presents few features of interest. Fluctuations have been slight, with a total variation downward of 1d. from the first working day to the last—that is, from 25d. the forward price of May 2 to 24 1/2d. the cash price of May 31.

Silver has continued to accumulate in this country. Exports of £200,000 to the Continent and £400,000 to the East are considerably less than the imports during the same period. The result is that although Monsoon prospects are bright—so far as one can tell at so early a date—and Chinese sales have been on a much smaller scale, the cash price held 5/6d. though we are a month nearer the probable realization of the hopes which have prompted most of the purchases for many weeks past.

This is easy to understand, as purchases on speculation in anticipation of Indian Government buying have now attained almost unwieldy proportions. Still, as long as holders are content to wait, and even continue to support the market when it shows weakness, there is no reason to fear a collapse.

We append a few statistics for May:—

Average price:	Cash.
24 1/2d.	2 mos. 24 3/8d.
Highest price:	Cash.
24 1/2d.	2 mos. 24 3/8d.
Lowest price:	Cash.
24 1/2d.	2 mos. 24 3/8d.
On 12 days forward silver stood at a premium of 1/16d.	
During the week, the market has been rather heavy and quiet until today, when a large demand caused a rise of 1/16d.	
A shipment of £250,000 has been made from San Francisco to Hongkong.	
Quotations for bar silver p.m. Std.	
May cash.	27 1/2d.
28 1/2d.	2 mos. 24 3/8d.
29 1/2d.	3 mos. 24 3/8d.
30 1/2d.	4 mos. 24 3/8d.
31 1/2d.	5 mos. 24 3/8d.
June 1 1/2d.	6 mos. 24 3/8d.
2 1/2d.	7 mos. 24 3/8d.
3 1/2d.	8 mos. 24 3/8d.
4 1/2d.	9 mos. 24 3/8d.
5 1/2d.	10 mos. 24 3/8d.
6 1/2d.	11 mos. 24 3/8d.

Daring Opium Robbery.

SASSOON'S GODOWNS ENTERED INTO.

CHESTS BROKEN OPEN AND OPIUM STOLEN.

What must be chronicled in the criminal annals of the Colony as one of its most cleverly conceived and boldly carried out jobs in Hongkong, is the successful burglary of the opium godowns of Messrs. E. D. Sassoon and Co., in Cecil House Road, last night. Considering the location of the godowns in the very heart of the City's commercial activities, situated as they are in the basement of a leading Bank with its strong rooms adjoining them and facing another banking establishment—the Mercantile Bank of India, Ltd.—it would have been thought that the godowns of Messrs. E. D. Sassoon and Co. would have been the last place to tempt the daring cupid of robbery. Yet they were the scene last night of a carefully planned and successfully carried out robbery by which the burglars have removed, unsuspected and undetected, loot to the value of over four thousand dollars.

A SIMPLE PLAN.

The plan devised was simple one. Moulds of the keyholes of the double locks, which secured the iron bars across the massive doors of the godowns, must have been taken by one or more men acquainted with the working of these strong-rooms. By means of these moulds it is believed false keys must have been made and used for the purpose of unlocking the padlocks. Mr. E. J. Ellis, the godown clerk in charge of these premises, as usual, saw to the proper barring and locking up of the doors yesterday afternoon. When he left the premises at 4 p.m. everything was in order. It was only at nine o'clock this morning when he went to open the godowns in the ordinary course of the day's business that

THE DISCOVERY WAS MADE.

that the locks had been tampered with. In fact, he found that the old locks had gone and that they had been replaced by two new ones of different pattern to the patent ones they had in use. This discovery led Mr. Ellis to suppose that the door had been opened and a felony perpetrated. That gentleman instinctively brought himself to the Police in whom the strange discovery was at once communicated.

POLICE INVESTIGATION.

A European officer of the detective department, accompanied by a Chinese of the secret service, was at once detailed to conduct investigations into the mysterious affair. In their presence the padlocks were broken open and entrance gained into the storehouse of this most valuable of Oriental commodities. Lying about within a couple of yards of the entrance were three broken chests, which had been wrapped in brown paper and the opium "packing" of the broken chests heaped up on the floor. Upon counting, it was found that eighty-nine boxes were missing, and as they were nowhere to be found in the strong-room, the conclusion was that they had been

CARRIED AWAY AS LOOT.

The 89 boxes represent something over two chests, as the contents of each are forty balls. The quality of the drug selected by the burglars for their "prize" was New Beanees, and, at the current market price, the loot is of a value of over four thousand dollars. It is surmised that the thieves under cover of the stormy night and the torrential rains saw their opportunity to put into effect their nefarious designs, as it is wholly inconceivable that they would be so bold as to put their plan into operation under ordinary circumstances. As a rule the vicinity of the godowns, situated in the midst of all the merchant houses and Bank Square, is usually well watched. At the entrance to the International Bank's premises, where the robbery was committed, on the Queen's Road-side, an Indian watchman is constantly posted throughout the night under ordinary circumstances. Moreover, the Bank itself is lit up from within over the public counter, an electric lamp being turned on throughout the night. The thieves must have seen their opportunity last night when all the men on watch during the open robbery must have been driven late shelter indoors by wind and blinding rain.

The Police have the matter in hand and are pursuing searching investigation with a view to running the thieves to earth. After this incident, and considering the voluminous nature of the loot that has been safely transported through the City into hiding, it must be admitted one's sense of security for valuable property is not very reassuring. The removal of 89 balls of stolen opium is

NO CHILD'S PLAY.

and the fact that it was accomplished points to the insufficient patrol of the business quarter of the City and calls for additional police in at least one part of the Colony where absolute safety must be guaranteed to the commercial houses whose store-rooms are stocked with valuable merchandise. Evidently the perpetrators of last night's daring robbery must be quite a small gang of men, and there is no knowing but when, encouraged by the success of one night's rally and the valuable haul secured, they might not venture into the vaults of one or other of our Banks in the same locality.

QUESTION OF A PROMISSORY NOTE.

COLOURED MAN'S WIFE SAYS THAT SHE SIGNED NOTE AS WITNESS.

Before Mr. Justice Hurland, Acting Puisne Judge, in the Summary Court this morning, the case was again mentioned in which Robert Singh, a watchman in the employ of Messrs. Geo. Fenwick and Company, sued Constable Grant and his wife Mary Grant, a Chinese woman, to recover the sum of \$750.00, being amount due under two promissory notes and \$650.00 interest thereon. Mr. J. H. Gardiner appeared for the plaintiff, the defendants appearing in person.

In answer to his Lordship, Grant said that his wife put a mark on the promissory note as witness. Defendant spoke English, said he could not write his own signature.

Mr. Gardiner said the promissory note, which began "We, the undersigned," etc.

Plaintiff stated that he lent the money to the defendants. At first the man wanted the money himself but plaintiff refused to do so unless defendant's wife was prepared to affix her signature. "The reason he did this was because he thought in this way defendant would be ashamed to go to Court."

Mrs. Grant said she signed the note and on being sworn gave a Chinese name.

His Lordship entered judgment against the defendants for the sum of \$750, including interest, with leave to appeal. A check was handed to the plaintiff for the balance of the amount claimed.

CANTON DAY BY DAY.

THE PRATA ISLANDS.
(From Our Own Correspondent.)

Canton, 24th June.
As for the payment of the sum of \$10,000 to the 10th anniversary of Prata Island reverted to the Chinese. The Chinese officials are very anxious to develop the island commercially and have, during the past few months, sent a number of labourers by gunboats to the island for the purpose. Yesterday an enterprising individual submitted a suggestion to the high authorities to the effect that it would be well to select a number of prisoners now in the gaols for minor offences to be sent to the Prata with a view to their finding profitable employment there, and at the same time the scheme will have the effect of reducing the number of the disturbers of the peace in the City. The officials appear greatly in favour of the suggestion and are thinking of adopting it.

DARING ROBBERY.

A daring robbery occurred in broad daylight in Honam yesterday. At about 1 p.m. three robbers entered house No. 3 Lung Hing street under the false pretence of being visitors. The robbers confined the inmates of the house in one room, and then began to ransack the premises. The thieves carried away \$50 in cash.

RAILWAY ENGINEER.

The engineer-in-chief of the Canton-Hankow Railway, Kwong Sun Mo, has been offered an appointment as engineer-in-chief by the Chai-Ching Railway Company. He has tendered his resignation from the Canton-Hankow Railway Company but has not yet been accepted.

CHEAP SALE OF RICE.

The proceeds realised from the cheap sale of rice at the four sheds in Canton during the last three days were as follows: On the 21st instant, Eastern Shed, \$1,777; Western Shed, \$2,851; Wongshe Shed, \$1,470 and Hoam Shed, \$1,400; on the 22nd instant, Eastern Shed, \$2,851; Western Shed, \$1,777; Wongshe Shed, \$1,470 and Hoam Shed, \$1,400; on the 23rd instant, Eastern Shed, \$1,777; Western Shed, \$2,851; Wongshe Shed, \$1,470 and Hoam Shed, \$1,400. In addition, large quantities of rice have been sold at the sheds each day to the value of no less than \$8,000 to the villages in the Canton neighbourhood. On the 22nd instant the Provincial Treasurer and many other officials made an inspection of the sheds. They highly admired the active manner in which the charitable people are performing their self-imposed task in distributing the staple commodity to the purchasers so as to be within the means of all to buy.

PRAYING FOR RAIN.

There has been so rain in the Canton district for the past two weeks and inasmuch as the heat of the summer is intense, the rice plantations have been considerably damaged. The Kwongchow Prefect and the two district magistrates of Namhoi and Panyu yesterday personally proceeded to the Shing Wong Temple and offered prayers to the goddess for rain in behalf of the people. The officials have also issued a proclamation to stop temporarily the slaughtering of cattle.

PREVALENCE OF ROBBERY.

Robbery has recently been almost daily occurrences in the district of Shen Lai. Last week blackmailing letters were received by nearly all the shopkeepers of the Wotk Li market place from robbers demanding money with threats. On receipt of these letters, the shop people became greatly alarmed and were compelled to close their shops and stop business on the 17th instant. They remained closed up for fully three days, and serious consequence was at one time feared. Fortunately, on the 21st instant, by the timely arrival of a large number of "braves" from Canton and other places, the shop people were assured of adequate protection being provided by officials, and business was resumed.

FLOOD RELIEF.

On the telegraphical appeal from the officials of Hunan for pecuniary assistance to relieve the sufferers in the Shiang Tak prefecture, where disastrous floods recently occurred, H. E. Viceroy Yuan has instructed the Provincial Treasurer to appropriate a sum of 15,000 taels from the Government treasury to be at once remitted to Hunan in aid of the sufferers there.

PROPOSED ICE FACTORY.

A proposal is now on foot for the establishment of an ice factory in Canton under the auspices of a merchant named Chai Wai Nam. He has submitted a petition to the Taotai for the Development of Native Industries for permission to form a company to manufacture ice here. In the petition the applicant promised to pay to the Government, as royalty, a sum of \$400 out of every \$1,000 realised from the sale of the products of the factory. It is reported that the Taotai has granted the petitioner the privilege applied for.

RAILWAY STATION ROBBED.

The railway station at No. 9 section of the Canton-Hankow Railway was held up the other day by robbers, and the money from the sale of tickets on that day, as well as the personal effects of the railway officials, were carried away to the value of about five hundred dollars. This is the fourth time this year that railway stations have been robbed in this manner.

HARBOUR COLLISION.

The other day when the China Merchant Steam Navigation Company's steamer *Kwang-tai* was entering port she collided with and sank a boat fully laden with rice just outside the harbour limit. It is reported that the rice was consigned to the Cheap Rice Disposal Committee. As the result of the accident, the cargo of rice on board was lost, but the crew and passengers on board were fortunately saved.

FOR LAW AND ORDER.

During the last few days the Taotai of Constabulary and the Taotai for the Development of Native Industries had several consultations with the local gentry and the committees of the various charitable institutions with a view to ridding the city of evil characters. The gentry and the committees of the charitable institutions all agreed to use all their best efforts to assist the officials in the matter, and a general meeting has therefore been arranged to take place on the 30th instant, at the Oi Yik Charitable Institution, for the purpose of inviting public opinion as to how the scheme can be successfully carried out.

SLAVES.

In accordance with instructions received from Peking the Canton Authorities have issued a proclamation strictly prohibiting the practice of buying slaves. Breach of this order will entail severe punishment.

POOR CROP.

It is learnt from the farmers that the first rice crop this year is a very poor one and that it is not expected to yield even half the quantity of a normal harvest.

EDUCATION.

At the beginning of this month a competitive examination was held by the Canton Provincial Educational Commissioner to select students to be sent to America this year for

education at Government expense to be defrayed out of the indemnity fund returned by the United States. No less than three hundred candidates were present at the examination but only six were able to pass the test. The six selected, and five others, proved to be only fair in their work, were placed on the expectant list.

ALLEGED SEDITION MONITOR.

Chinese medicine vendors are in the habit of addressing large crowds in public places for the purpose of inducing them to purchase their panaceas. On the 26th instant, four of such vendors were arrested on the new bund by the police on alleged charges that they had made seditionist remarks and incited the feeling of the people against the officials. The four men were also suspected of being members of a certain revolutionary society, but as there was not sufficient proof forthcoming to justify conviction they have been detained for three days at the police station.

As the outcome of the above incident, the police authorities have given orders to prohibit hawkers from selling articles altogether on the new bund.

CLAN FIGHTS.

On the 24th instant a fight of a serious nature occurred in Tsang Shing district between the people of the clan Chai and those of the clan Lau. During the fight thirty-five persons of the Lau clan were killed and about a dozen houses were destroyed by fire. The case has now been reported to the Canton authorities.

FEDERAL CHIEF ARRESTED.

A railway passenger was arrested day before yesterday on his arrival at the Ngan Chan Au station in the case was alleged to be a robber chief and for his apprehension a reward of \$1,000 had been offered. The prisoner has been brought to Canton for trial.

VICEROY YUAN.

On several occasions rumours have been current in this city that H. E. Yuan Shih Kuan would be transferred from the Viceroyalty of the Two Kwang provinces, but so far no definite news has transpired as to his transfer or the acceptance of his resignation by the Imperial Government. However, it is now most likely that H. E. Yuan will not stay in Canton much longer. A few weeks ago, H. E. Yuan sent a large quantity of his personal effects and properties back to his native place in Hunan, and it is now again reported that H. E. Yuan will, in the course of next week, leave Canton and proceed to Hunan. There is every reason to believe that H. E. Yuan will sooner or later relinquish his position from the Liang Kwang Viceroyalty, probably at the expiration of his present short leave.

CHEAP RICE DISTRIBUTION.

During the last few days the four sheds where cheap rice is being distributed have been invaded by thousands of people of the poorer classes to obtain their daily supply of the staple commodity. The proceeds realised from the sale of cheap rice at the four sheds on the 21st and 22nd instant were as follows:—On 21st: Eastern Shed, \$1,777; Western Shed, \$2,851; Wongshe Shed, \$1,470 and Hoam Shed, \$1,400. On 22nd: Eastern Shed, \$2,851; Western Shed, \$1,777; Wongshe Shed, \$1,470 and Hoam Shed, \$1,400. In addition to the above figures, about \$30,000 worth of rice were sold during the two days to the villagers who came to Canton for supplies of the grain.

OPIUM ESTABLISHMENTS.

A return of the opium firms, dealing in both raw and prepared opium in Canton, is required to be furnished once every six months, together with a memorandum showing the amount of opium sold daily by each. This return is to be submitted by the police authorities to the Canton Government Anti-Opium Bureau for report to Peking for the information of the Anti-Opium Commissioners. According to the last return the number of opium establishments in Canton is two hundred and twenty-two, of which 100 are situated in the old city, 38 in the Eastern and Southern suburbs, 84 in the Western suburb and 30 in Honam. According to the regulations promulgated by the Anti-Opium Commissioners, the number of opium shops is not allowed to be increased in Canton.

CHEAP RICE.

The gentry of Fatshan have decided to adopt the scheme of distributing cheap rice by emulating the example of the Committee of the Cheap Rice Disposal Bureau in Canton to relieve the distress of the people of the poorer classes in that town. A certain sum of money has been raised and rice will be imported from Siam and Annam for the purpose.

THE WATER SUPPLY.

In another column official figures will be found concerning the recent rainfall. Writing on this subject a correspondent says:—

One should have thought that all the exuberant rain of late would have made a marked difference in the water supply in our reservoirs. The fact remains, however, that the apparent supply of drinking water does not appear to have increased to any great extent. The Hill streams are all running strong, though, and doubtless the depleted supply will be made good in due course. Yet it is reported to be only about half full, a state of things which does not bode bright prospects for the next dry season—but on the other hand the low-level reservoirs are pretty well primed to their full capacity and ought to enable residents to tide over the short commons of the days to come.

TYPHOID ON A WARSHIP.

OVER SIXTY PATIENTS.

Typhoid fever is very prevalent among the crew on board the battleship *Yusui* (formerly the *Orvi*). Shortly after the left Yokosuka on the 18th inst., the *Japan* lifted anchor, a seaman was found to be suffering from the fever and when the warship arrived at Kamahai on the 14th instant, the number of patients had reached to 63. As it appeared to be spreading further, the vessel returned to Yokosuka and after the patients were accommodated at the Naval Hospital, underwent disinfection on a large scale.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at the American Consulate General to-day:—

Manila, June 27th, 11:00 a.m.
Cyclone or Typhoon near or over Balintag Channel, moving W. or W.N.W.

"The telegram quoted below have been received from the Manila Observatory at the American Consulate General:—

Manila, June 27th, 4:00 p.m.
Cyclone or Typhoon near or over Balintag Channel, moving W.

Manila, June 28th, 9:00 a.m.
Cyclone or Typhoon W. of Balintag Channel, moving W.

Canton-Kowloon Railway.

OLAN FIGHTS ON CHINESE SECTION.

IMPEDE PROGRESS OF CONSTRUCTION.

[From Our Own Correspondent.]

Canton, 29th June.
There has recently been a recrudescence of clan fights between the people of the Wang Shu village and those of the Maui Kong village, in Pan Yu district, close to the line of the Canton-Kowloon Railway. Arms and other weapons were used by the fighters, thus endangering the lives of the workmen on the line. In consequence of the serious occurrence work has been temporarily suspended. Taotai Wei Hui, managing director of the railway, reported the matter to the Viceroy, and the Pan Yu Magistrate, accompanied by the Brigadier General with a number of "braves" was sent yesterday to the spot to restore order.

THE CHERRY BANCH AT KIOLO.

A little flagged path in the moonlight. A closed door and a silent crowd waiting. The door opens and we stream into an empty room to wait, to detach our minds from the outside world before entering the Tea Room, where for our purification a Tea Ceremony is provided that one cannot refuse to participate in. We sit on the floor, our eyes on the closed screens. Every one is silent, waiting for the walls to open. The screens are pulled, and the first to enter takes the favoured place close to the sacred spot where the tea is to be made. It is a long empty room with a low bench running round the wall.

We all seat ourselves. The screens are again closed, and not a sound is heard but the low SINGING OF THE TEA-KETTLE.

Again we wait in meditation or curiosity. A state of peace and rest and absolute detachment pervades the room.

Presently a door opens. By two and two they come in; the children the most dainty, fascinating, beautiful little creatures, in wonderful, brilliant dresses, with hair fantastically curled and pinned high on the small heads, like flowers poised on graceful stems. Each child carries a small table, and with low salams they place them before the guests. The ornaments in their hair, necks, and this, with the soft shuffle of the white-clothed feet, is the only sound. They flutter outside butterflies, to mingle with calms and sweet blossoms, bowing forward to ground before offering them for our acceptance.

THE PITY TO THINK THESE.

have been sold to be trained as geishas. No choice for them in the matter—their fate is sealed. Their little faces, now so happy and brilliant, will they become as the face of her who now enters?

She, the Tea-Maker, stately and of immovable countenance, with the orthodox number of steps, moves forward and seats herself at the table. Surely she has stepped out of one of the old prints! To a gorgeous costume, her hair dressed elaborately, she wears her slender neck; above is a pale pink face with eyes that glow and lips dyed scarlet. A haunting sadness is expressed in that expressionless face, a something primal, elemental, that places her aloof, apart from the rest of us; it is something that is tragic—and only a few, a very few years ago she was one of those smiling children; she is hardly grown up, and tragedy has taken her for his own.

The kettle sings, and the water bubbles and surges wildly in the third stage of boiling. With a long wooden dipper she pours in a little cold water to revive the tea.

"YOUTH OF THE WATER."

In silence and with an almost breathless attention we sit, our eyes fixed upon her every movement. The ordered precision, and the delicacy of every action, trivial in appearance, conveys to the initiated a world of suggestion and a fund of thought. I have said nothing of the whisking of the tea (it is powdered tea), nor of the elaborate washing of each vessel before as well as after the making, for to appreciate the art that has gone to produce such a ceremony must be seen and felt.

Only one bowl of tea is made and handed to him who sits on the left of the table; then, at a signal, the door opens and the children troop in each carrying a little brown bowl filled with a thick pea-soup mixture, which they place before us. When all are served, we drink.

A SOLEMN MOMENT.

to a reverent notice. The cup is held in both hands and slowly turned about to admire, then with three mouthfuls and a half it is drained of its delicious (?) contents.

Thick and green and salt, it is not what we call tea—but we are in Japan, and there is glamour even over whisked tea.

The tea ceremony was now over. With mind and body wonderfully soothed and refreshed, and possessed by an extraordinary gaiety, we were flung open, and we entered.

THE DANCERS.

right through the audience they flattered and danced like the petals of their beloved cherry-blossoms, the full of each. Red and pink, of diverse of colour, a fan in each hand, with a stateliness and rhythm of gesture and pose united to an almost ethereal lightness of touch, they floated up and down above the black gleaming heads below, now joining the dancers on a stage in a vision of brilliant light and a mass of cherry-blossoms, and again separating, to unite, as it were, the audience with the joy they represented. The singers all the while chanted shrill wild harmonies in the minor key to the accompaniment of samisen, gong, and cymbal—forming the essential contrast, and voicing the cry of desire that lies at the back of things, providing the foundation, the background for all this fiery lightness of beauty. It was the impersonation of Spring, Spring dropped from the mountains into the bosom of night—and it gave the same little ache and asked the same question: "Is it I? I am, or is it Spring?"—OCEAN MARSHALL.

ONE INTERESTING FEATURE OF PLANTING ENTERPRISE.

in Java is the revival of coffee cultivation which had fallen off greatly of late years owing to bad diseases and low prices. The Java crop, which reached nearly one million piculs yearly before 1885, now scarcely touches 80,000 piculs. Java coffee, properly so called, having thus failed, Liberia coffee came into vogue until last disease seized upon it. Planters now plant their faith on Robusta coffee, an African variety, and the area under it is steadily increasing. So far, this coffee is free from leaf disease. It has besides the advantage of being produced in a "clean" growth, and is very

INTERPORT POLO.

HONGKONG DEFEATS TSINGTAO.

The second of the series of interport polo matches took place on the ground of the Shanghai Polo Club yesterday evening, reports the *Shanghai Times* of 24th inst., when Hongkong met and defeated Tsingtao. A year ago, it may be remembered, Tsingtao paid a visit to Shanghai, but on that occasion their form did not impress particularly. However, they showed a decided change for the better on this occasion and in the opening passages of the match with Hongkong displayed a considerable amount of spirit. Towards the end, however, they found themselves entirely outplayed, and had to acknowledge defeat to the tune of 9-2. The teams took the field as follows:—

HONGKONG.	TSINGTAO.
1. Capt. Scarlett.	1. A. Schade.
2. Heathcote.	2. A. Mallock.
3. Mr. Crookenden.	3. R. H. Eckford.
4. Capt. Davidson.	4. P. Plaffer.

To those who hoped to see Tsingtao offer a good resistance to Hongkong the opening minutes of the game proved disappointing. No sooner was the ball set rolling than Hongkong pushed up to the Tsingtao goal, where however Davidson with a rather wild "swipe" sent past Tsingtao. They were unable to relieve pressure, and from the restart their back carelessly sent the ball in front of goal. Here Crookenden was in waiting and making no mistake put Hongkong on the lead. With the same confidence in motion Heathcote got away but was unable to pass Plaffer, who very skillfully deprived him of the ball. From here a series of indifferent attempts occurred in midfield and then Eckford got away for Tsingtao. He shot hard and true, and it seemed a certain goal, but fortunately for Hongkong Crookenden was very fast and cleared in the nick of time. The chukka was immediately brought to a close with the Score:—Hongkong, 1; Tsingtao, 0.

Starting the second chukka Plaffer, taking advantage of one of the Hongkong player's mistakes, made straight for goal. Davidson was however handy and clearing in excellent style allowed Hongkong to get away. Heathcote galloped up on the wing, then Crookenden and three of the Tsingtao men missing in succession he was left with practically a clear goal. With a clear straight shot he scored, and now Hongkong were two up. On the push of Tsingtao showed renewed spirit, and Plaffer, who showed himself a giant on the northern side, got away by himself. Thirty yards from goal he shot and amid applause the flag signalled a goal. It was, however, only a temporary success, for a moment later Hongkong increased their lead again. In trying to clear from goal, Mellock's pony was struck by a goal post on the neck and hounded between the sticks a goal was given. Soon afterwards the Tsingtao men repeated the fatal error of placing the ball in front of their goal, and Crookenden lost no chance but scored with a hard drive. The chukka concluded with the score:—

Hongkong 4; Tsingtao 1.

In the third chukka Davidson went forward while Crookenden was transferred back. All through Tsingtao were very hard pressed and throughout the spell Hongkong seldom left their half. Crookenden and Davidson scored a fifth and sixth in rapid succession, while after scrappy play the form towards the close boded home a seventh. The ball then went to the players were manoeuvring for place, Plaffer got away and passing to Mallock the latter scored a second point for Tsingtao. This chukka concluded:—

Hongkong 7; Tsingtao 2.

Comparatively little interest was taken in the last chukka, play being slow. Davidson put on an eighth goal for Hongkong and after a display of rare combined work Crookenden added a ninth. The match was then brought to a close, Hongkong winning by 9 goals to 2. Hongkong thus retain the cup. This evening a game takes place between Shanghai and Tsingtao.

A VICTORY FOR HONGKONG.

The first interport Polo event of the week was brought off on yesterday afternoon on the ground of the Shanghai Polo Club, reports the *Shanghai Times* of 23rd inst. Hongkong and Shanghai were the contestants and the victory went in favour of the visitors by three goals to one. A good deal of interest was centred around the match, and consequently a large number of spectators were present, despite the extremely hot weather. The game was timed for 5.15 p.m. but it was nearly half-past five before the ball was set in motion. Four chukkas, of seven minutes each, were played and the visitors, gaining the advantage of two goals in the very first chukka, played a splendid combination game throughout and thoroughly deserved the victory which they achieved. The teams turned out as follows:—

HK (Red)	S'hai (White)
Hon. P. G. Scarlett.	Mr. J. A. Hayes.
Capt. J. R. O. Heathcote.	G. Dallas.
Mr. Crookenden.	K. J. McKuen.
Capt. Davidson.	D. Laidlaw.

The umpires were Col. C. D. Bruce and Mr. H. E. Campbell, and Mr. R. Macgregor acted as time-keeper.

Playing at the outset with the sun at their backs the visitors made a good start, and with a brilliant run up on the right wing placed Shanghai in difficulties. Mr. Laidlaw, however, relieved the rather dangerous situation, and passed to Hayes. The latter transferred play to the other end, where McKuen gained possession, and took a goal at goal, but the ball went behind. With the setting of the ball in motion again, the Hongkong men came away on the right wing at a rapid pace, and Crookenden getting the better of Laidlaw, regaled Hongkong's first goal, play having been in progress but a couple of minutes. Such an early disaster seemed to dishearten the local representatives somewhat, and their display at this stage was quite inferior to that of the visitors, who were now playing a splendid combination game. Not long afterwards, Hongkong's second goal was registered, Heathcote placing the ball safely from the post after a pretty run up from about the half-way line. The timekeeper's bell sounded immediately after the point was scored, and at the end of the first chukka the score-board read: Hongkong two goals, Shanghai nil.

In the second chukka the local men showed much better form, and Dallas put in an excellent shot at goal which came very near scoring. Laidlaw afterwards gained possession and made another unsuccessful attempt to place the ball between the posts. This was followed by an invasion of the home team's goal, where the visitors took an excellent chance of adding to their score, and Laidlaw again rallied and sent the ball well towards midfield. Hayes now showed out prominently, and made an individual effort which almost resulted in success. Shanghai's one and only goal was registered soon afterwards, Dallas, at centre, receiving the ball from one of the Hongkong players on the right wing and scoring a beautiful goal, for which he was heartily applauded. No further scoring took place in this chukka which ended with Dallas at goal point behind.

ENCOURAGED BY HIS SUCCESS, DALLAS SHOWED UP SPLENDIDLY IN THE THIRD ROUND AND WITHIN A FEW SECONDS HAD A SHOT AT GOAL, THE BALL MISSING THE POST IN EACH CASE BY A FEW FEET.

Then McKuen came into prominence, and was most possible for a good run up the field but the visitors' soon had play interrupted, and at the Shanghai and Laidlaw showed an excellent shot which looked almost certain to score. Shanghai were next awarded a free hit near the goal and Laidlaw put in a lovely shot which missed the goal by only a few feet. The home team were now pressing, and both McKuen and Dallas had "hard lines" when near the visitors' goal. The score was unaltered at the close of the third chukka.

THE LAST AND FINAL CHUKKA.

The last and final chukka saw Hongkong's position still further improved, their third goal resulting from a free hit, Crookenden doing the needful. There was now little hope of victory for Shanghai, but the local men rallied to their aid and made desperate efforts to score, but all proved fruitless and the game resulted:—

Hongkong 9; Shanghai 3 goals.

Shanghai 1 goal.

On returning to the pavilion the Hongkong representatives were heartily cheered.

SIR CURIMBOY EBRABIN.

CREATED A BARONET.

Mr. E. Pabany informs us that he received, last night, a telegram from his Bombay office that the firm's senior partner, Sir Curimboy Ebrabin, was created a Baronet by His Majesty King George on Friday last.

Sir Curimboy Ebrabin is the senior partner of Messrs. Curimboy Ebrabin & Co., of Bombay and Calcutta, and E. Pabany of Hongkong, Shanghai and Kobe. Sir Curimboy Ebrabin is the first Mahomedan Baronet in the Bombay Presidency.

OPIUM IN BURMA.

PROHIBITION OUT OF THE QUESTION.

The *Rangoon Gazette* in the course of an article on the above subject matter has these remarks on the special position in Burma:—

ROBBERS' ELITE RETURNS

	April	May	Total
Allagar	2,400	3,100	5,500
Alor Pongu	1,150	1,375	2,525
Alma	600	600	1,200
Anglo Malay	48,859	47,953	96,812
Ayer Kuning	273	—	273
Balagowla	8,073	9,778	17,851
Bastang	1,381	1,716	3,097
Batu Caves	10,312	12,250	22,562
Batu Tiga	6,133	6,512	12,645
Berani	10,000	—	10,000
Beverly	5,761	8,043	13,804
Bikam	—	785	785
Bukit Kajang	3,351	3,834	7,185
Bukit Rajah	30,900	—	30,900
Bukit Lintang	3,000	3,320	6,320
Carey United	7,700	12,000	19,700
Castlefield	2,700	3,030	5,730
Changkat Serdang	3,003	3,003	6,006
Changkat Salak	—	901	901
Cleary	9,450	—	9,450
Compend Malay	21,955	—	21,955
Caladonia	17,687	—	17,687
Damansara	23,317	—	23,317
Edinburgh	5,800	6,400	12,200
Federated (Sg.)	6,595	—	6,595
F.M.S. Rubber	20,130	31,870	52,000
Gedong	—	13,500	13,500
Glenashly	2,045	1,021	3,066
Glenashly	2,350	3,120	5,470
Golden Hope	6,350	5,877	12,227
Golconda	11,807	—	11,807
Harpender	6,485	—	6,485
Heawood	—	997	997
Hugh & Lowlands	42,265	36,043	78,308
Inda, Kenneth	12,610	14,418	27,028
Jagra	7,170	9,672	16,842
Johang	16,870	18,500	35,370
Kapar Para	10,611	—	10,611
Kampong	6,293	7,174	13,467
Kempsey	2,043	—	2,043
Kepong	2,425	2,730	5,155
Kota Tinggi	104	—	104
Kuala Klang	1,759	—	1,759
Kuala Rob. Est.	2,410	—	2,410
Kuala Lumpur	38,000	38,500	76,500
Laba	14,710	17,185	31,895
Landed	39,880	37,778	77,658
Ledbury	6,134	9,009	15,143
Lingard	12,500	12,500	25,000
London	9,774	12,050	21,824
Malacca Plant	24,000	21,000	45,000
Marion	1,785	1,761	3,546
North Hummock	4,659	5,189	9,848
Nova Scotia	—	8,480	8,480
Pajam	2,300	2,400	4,700
Pataling	28,144	27,057	55,201
Pegoh	3,400	3,301	6,701
Perak Plant	9,078	—	9,078
Port Dickson	582	—	582
Rambia	975	671	1,646
Riba Robber	4,190	5,613	9,803
Rubana	—	10,000	10,000
Rutland	1,112	1,490	2,602
River Growers	2,043	3,434	5,477
Songas	5,593	6,005	11,598
Selama	1,015	5,780	6,795
Sungai Choh	3,300	3,910	7,210
Sungai Kapar	14,100	—	14,100
Sandycroft	5,000	5,395	10,395
Seaford	15,110	14,374	29,484
Selangor	34,395	—	34,395
Seremban	34,445	31,516	65,961
Seremban	4,305	6,000	10,305
Shelford	5,800	—	5,800
Spora & Johore	6,150	10,056	16,206
Singapore	5,100	4,950	10,050
Straits Rubber	29,000	21,900	50,900
Sungai Sarawak	2,415	2,103	4,518
Tekoh Astoria	—	2,000	2,000
Tali Ayer	—	1,100	1,100
Trafalgar	270	—	270
Troop	—	250	250
United Singapore	1,300	1,420	2,720
Valambra	30,000	—	30,000

[All totals are calculated for the calendar year (instead of the financial year), which differs with many companies. Managers of estates, returns for which in above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps. —Singapore Free Press.]

A NATIVE was fined \$50 at the Magistrate on Thursday morning for selling opium.

THE British Minister in Peking has communicated with the Waiwangs on the increase of duty on opium in Canton.

THE latest case of plague to be reported—the sixteenth of the year—came from New Market Street, where a Chinaman died of the disease to-day.

HEAVY rains sometimes lead Indians who ought to have their eyes upon local trouble. An Indian policeman was charged before Mr. E. R. Halliday at the Magistrate on Friday with sleeping on duty and was remanded.

THE Colonial Treasurer proceeded against three shopkeepers in the Police Court on Friday for giving untimely receipts. Two of the delinquents were each fined \$50 while the third party escaped lightly with \$5.

FIFTEEN Chinese appeared in the Police Court on Thursday for gambling in No. 44, Square Street. The two keepers were each fined \$50, two small boys were ordered to pay \$1 each, while the rest were each fined in the sum of \$5.

IN the course of an action in the summary Court on Friday morning, it was stated that the amount of the sum due to a certain party was \$354.65, on which sum \$345.79 interest was now due, thus the interest exceeding the principal.

WHEN the steamer *Hong Moh* next arrives at Singapore an interesting ceremony will take place. The United States Consul, on behalf of his Government, will present to Mr. Gardner, chief officer of the vessel, a gold watch in recognition of a deed of gallantry performed in the Atlantic some time ago.

THREE Sikhs appeared before Mr. E. R. Halliday at the Magistrate on Thursday on a charge of fighting outside the King Edward Hotel on Wednesday afternoon. One of the men had a blood stain on his tunic and showed signs of rough handling. Evidence having been taken, the case was remanded, bail being allowed in the sum of \$50 each. Mr. J. H. Gardner appeared for the defendants.

THE passengers and crew of the liner *Mongolia* which arrived at Manila on Sunday morning from San Francisco had the unique experience of a severe earthquake. The big liner was off the coast when the shock came; it gave the huge craft a jolt that startled every one on board. Some passengers said the vessel had touched bottom; others that there had been a collision with a whale or a piece of submerged wreckage; others that the hull plating had snapped off.

VESSELS IN PORT

STEAMERS	FROM	AGENTS	DUE
Amara Br. s.s., 1,505, C. J. Matlock, 25th June	From Ghana Sugar—J. M. & Co.		
Amigo, Ger. s.s., 821, W. Langewieser, 1st July	Swatow 25th June Gen.—J. & Co.		
Cheong Shing, Br. s.s., 1,105, Liddell, 1st June	Swatow 30th June Gen.—J. M. & Co.		
Chowia, Ger. s.s., 1,055, F. Schmitz, 14th June	Bangkok and Hobe 6th June Rice—B. & S.		
Chowial, Ger. s.s., 1,115, W. Gathemann, 25th June	Bangkok 17th June Rice—B. & S.		
Clim Br. s.s., 2,311, Bland, 23rd June—Tian	19th June Ballast—A. P. & Co.		
Dalgi Maru, Jap. s.s., 854, H. Murayama, 29th June	Swatow 28th June Gen.—O. S. K.		
Dorwent, Br. s.s., 1,562, J. Jenkins, 20th June	Salmon 17th June Rice—Man Fat & Co.		
Edkdale, Br. s.s., 1,946, W. Adam, 26th June	Adco 31st May Ballast—Order.		
Fitzpatrick, Br. s.s., 2,838, R. E. Hutchinson, 20th June	Moji 14th June Coal—Order.		
Foochow, Br. s.s., 1,128, Vincent, 23rd June	Nanchang and Tientsin 23rd June Gen.—B. & S.		
Fook Sang, Br. s.s., 1,087, T. A. Mitchell, 1st July	Moji 25th June Gen.—J. M. & Co.		
Haoui, Fr. s.s., 741, Pannier, 1st July—Hain	phong and Pakhol 24th June Gen.—A. R. Marty.		
Hopang Br. s.s., 1,359, J. N. Hay, 29th June	Salmon 20th June Rice—J. M. & Co.		
Huo, Fr. s.s., 741, Pannier, 8th May—Hainphong	1st May Gen.—M. & Co.		
Hsingshun, Chi. s.s., 809, Marakami, 24th June	Amoy 20th June Ballast—Order.		
Johanne, Ger. s.s., 951, M. Island, 1st July	Singapore and Hobe 19th June Gen.—J. & Co.		
Kaga Maru, Jap. s.s., 1,147, Omoto, 30th June	Daly 24th June Coal—N. Y. K.		
Kailong, Br. s.s., 987, Warrack, 24th June	Hobe 25th June Sugar—B. & S.		
Keong Wai, Ger. s.s., 1,115, J. Kohler, 25th June	Bangkok via Hobe 1st June Rice—B. & S.		
Kiang Ping, Chi. s.s., 1,112, Uddin, 29th June	Chinkiang 25th June Gen.—Chico.		
Korat, Ger. s.s., 1,211, W. Schmidt, 33rd June	Bangkok 23rd June Rice—Order.		
Kumeric, Br. s.s., 4,006, J. Matthe, 23rd June	Manila 21st June Ballast—D. & Co., Ltd.		
Kwangle, Chi. s.s., 1,459, Lincoln, 33rd June	Canton 29th June Gen.—C. M. S. N. Co.		
Macaw, Ger. s.s., 993, C. Wolff, 27th June	Bangkok 18th June and Kobachang 21st June—B. & S.		
Mongolia, Am. s.s., 8,750, E. P. Kitt, 26th June	San Francisco 24th May Gen.—G. J. Matton.		
Nam Sang, Br. s.s., 1,591, P. M. B. Lake, 28th June	Calcutta 12th June Penang and Singapore 22nd June—J. M. & Co.		
Petchaburi, Ger. s.s., 1,373, C. Gosewich, 1st July	Bangkok and Swatow 3th June Rice and Timber—B. & S.		
Phoenix, Br. s.s., 1,105, J. H. Scott, 1st July	Salmon 25th June Rice Gen.—Wo Fat Sing.		
Pissakulok, Ger. s.s., 1,107, D. Reimers, 27th June	Bangkok 21st June Rice and Timber—B. & S.		
Selja, Nor. s.s., 778, Olaf Lie, 25th June	Portland, Or. 8th May Gen.—P. & A. S. S. Co.		
Sui Sang, Br. s.s., 1,750, M. Picknell, 27th June	Ching-wan-tai 20th June Coal—J. M. & Co.		
Tenn, Br. s.s., 1,346, A. W. Outerbridge, 1st July	Manila 28th June Gen.—B. & S.		
Telemaque, Br. s.s., 1,346, Edwards, 21st June	Salmon 27th June Rice—Wo Fat Sing.		
Tenyo Maru, Jap. s.s., 7,205, E. Ben, 28th June	San Francisco 31st May Gen.—T. K. K.		
Tijlwoong, Dutch s.s., 3,651, A. Pander, 27th June	Batavia 19th June—J. C. J. L.		
Tsurugisan Maru, Jap. s.s., 4,128, N. Awoki, 27th June	Malke 22nd June Coal—M. B. K.		
Tymeric Br. s.s., 2,159, Robt. McIlwaine, 25th June	Newcastle, N.S.W. 3rd June Coal—Capt. J. McBride.		
Vesfold, Nor. s.s., 1,771, Berthelsen, 16th June	Peking 18th June Ballast—A. T. & Co.		
Volue, Br. s.s., 1,999, H. Jackson, 6th June	Singapore and Tarskan 19th June Pango—A. P. & Co.		
Wing Sang, Br. s.s., 1,425, P. Mahin, 1st July	Salmon 26th June Rice—J. M. & Co.		
Yuenang, Br. s.s., 1,118, P. H. Rolfe, 1st July	Manila 25th June Gen.—J. M. & Co.		
Yuen, Br. s.s., 1,618, R. Rodger, 27th June	Manila 24th June Hemp, Sugar and Gen.—S. T. & Co.		

STEAMERS EXPECTED

VESSEL	FROM	AGENTS	DUE
Komang	Calcutta	J. M. & Co.	3
Korea	San Francisco	P. M. Co.	4
Seattle Maru	Moji	O. S. K.	4
Avi Maru	Shanghai	N. Y. K.	4
Nikko Maru	Tokyo	N. Y. K.	4
Ernest Simons	Salmon	M. M.	4
Karsanga	abang	T. & Co.	4
Y. W. Maru	Nagasaki	N. Y. K.	4
Wakana Maru	Singapore	N. Y. K.	4
Atsuta Maru	Singapore	N. Y. K.	4
Emo of India	Yokohama	N. Y. K.	4
Isaba Maru	San Francisco	P. M. Co.	4
Nippon Maru	San Francisco	P. M. Co.	4
Siberia	San Francisco	P. M. Co.	4

DOCK RETURNS

VESSEL	FROM	AGENTS	DUE
Valden	at Kowloon Dock		
Zaid	at Kowloon Dock		
Sai Cheong	at Kowloon Dock		
Serie Bandor	at Kowloon Dock		
H.M.S. Whiting	at Kowloon Dock		
Chowla	at Kowloon Dock		
Hongsho	at Kowloon Dock		
Rob. Lehardy	at Kowloon Dock		
Okun	at Kowloon Dock		
Selja	at Kowloon Dock		
Vesfold	at Kowloon Dock		

TAIKOO DOCKS

VESSEL	FROM	AGENTS	DUE
Signal	at Quarry Bay Docks		
Union	at Quarry Bay Docks		
Shui	at Quarry Bay Docks		
Hephartus	at Quarry Bay Docks		
Barometer	at Quarry Bay Docks		
Temperature	at Quarry Bay Docks		
Humidity	at Quarry Bay Docks		
Barometer	at Quarry Bay Docks		
Temperature	at Quarry Bay Docks		
Humidity	at Quarry Bay Docks		

SHARE QUOTATIONS

Supplied by Messrs. H. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.	
BANKS.						
Hongkong & Shanghai Banking Corporation	110,000	\$125	\$125	\$1,500,000 \$1,500,000	\$1,028,988	\$2 1/2% for half year ending 31.12.09 @ 2 1/2% = \$15.11
National Bank of China, Limited	90,931	17	16	\$4,000 \$3,000	\$30,558	\$2 (London 1/8) for 1908
MARINE INSURANCES.						
Canton Insurance Office, Limited	10,000	\$350	\$350	\$1,500,000 \$1,500,000	None	\$10 for 1908
North China Insurance Company, Limited	10,000	115	115	\$1,000,000 \$1,000,000	Tls 107,573	Final of 7/6 making 15% for 1908
Union Insurance Society of Canton	13,400	\$350	\$100	\$1,000,000 \$1,000,000	\$187,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$50 per share for 1909
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$1,000,000	\$7,757	\$10 for 1908 and interim of \$3 for 1909
FIRE INSURANCES.						
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$1,000,000	\$138,406	36 and bonus \$2 for 1908
Hongkong Fire Insurance Company, Limited	8,000	\$350	\$50	\$1,000,000 \$1,000,000	\$145,218	\$27 for 1908
SHIPPING.						
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$7,743 \$7,743	Dr. \$5,777	\$4 for 1906
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$20,000 \$20,000	Nil.	\$1 for year ending 30.6.1908
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$1,000,000	\$18,766	Final of \$24 for account 1910
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	65	65	\$1,000,000 \$1,000,000	\$13,755	\$6 for 1907 on Preference shares only @ 2 1/2% = \$15.11
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	65	65	\$1,000,000 \$1,000,000	None	\$1 for 1907 on Preference shares only @ 2 1/2% = \$15.11
"Shell" Transport and Trading Company, Limited	2,000,000	12	12	\$1,000,000 \$1,000,000	102,994	\$1 for 1907 on Preference shares only @ 2 1/2% = \$15.11
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$1,000,000	\$1,159	A dividend of 7 1/2% for year ending 30.1.1910
REFINERIES.						
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000	Dr. \$1,090	\$10 per share for 1909
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$1,000,000	Dr. \$135,801	\$3 for 1897
Perak Sugar Cultivation Company, Limited	7,000	Tls 50	Tls 50	Tls 100,000 Tls 100,000	Tls 6 23	\$10 for year ending 31.12.09
MINING.						
Chinese Engineering and Mining Company, Ltd.	100,000	12	12	\$1,000,000 \$1,000,000	\$1,435	Final of 1/6 making 3% for 1909
Headwaters Mining Company	50,000	Pa. 10	Pa. 10	\$1,000,000 \$1,000,000	None	First year
Roub Australia Gold Mining Company, Limited	150,000	18 1/2	18 1/2	\$1,000,000 \$1,000,000	None	\$1 per share 11th dividend
Oriental Consolidated Mining Co., Ltd.	50,000	G \$10	G \$10	\$1,000,000 \$1,000,000	None	Final of Gold \$0.65 for 1909 in all G \$1.15
Docks, Wharves & Godowns	50,000	\$10	\$10	\$1,000,000 \$1,000,000	None	\$1.75 for year ending 31.12.00
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$1,000,000	\$8,460	\$1.75 for year ending 31.12.00
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$1,000,000 \$1,000,000	\$356,847	\$1 for 1900
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000 \$1,000,000	\$112,725	Interim of \$1 for account 1909
Shanghai Dock and Engineering Co., Ltd.	13,700	Tls 100	Tls 100	\$1,000,000 \$1,000,000	None	Interim of Tls 2 for 1910
Shanghai and Hongkong Wharf Company, Limited	16,000	Tls 100	Tls 100	\$1,000,000 \$1,000,000	9,323	Final of Tls 4 for 1909
LANDS, HOTELS & BUILDINGS.						
Anglo-French Land Investment Co., Ltd.	25,000	Tls 100	Tls 100	\$1,000,000 \$1,000,000	Tls 4 1/4	Tls 6 for year ending 30.12.09
Central Stores, Limited	10,123	\$15	\$15	\$1,000,000 \$1,000,000	\$24.6	\$1.20 on old and 60 cents on first new issue
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000 \$1,000,000	\$1,277	\$1.60 on old shares and 1.30 on new shares
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000 \$1,000,000	\$27.9	for half year ending 31.12.09
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 \$1,000,000	\$5,471	Interim of 3/4 for account 1909
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$1,000,000	\$10	45 cents for 1909
Shanghai Land Investment Company, Limited	25,000	Tls 50	Tls 50	\$1,000,000 \$1,000,000	Tls 63,969	\$24 for 1909
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$1,000,000	None	Final of 6% bonus Tls 1 for 1909
COTTON MILLS.						
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls 50	Tls 5	\$1,000,000 \$1,000,000	10,991	Tls 22 for year ending 31.12.09
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	\$1,000,000 \$1,000,000	None	30 cents for year ending 31.7.09
International Cotton Manufacturing Company, Ltd.	10,000	Tls 75	Tls 75	\$1,000,000 \$1,000,000	Tls 4,372	Tls 7 1/2 for year ending 31.7.09
Lau-kaung-mow Cotton Spinning & Weaving Co., Ltd.	5,000	Tls 100	Tls 1	\$1,000,000 \$1,000,000	Tls 4,850	Tls 6 for 1909
Say Chee Cotton Spinning Company, Limited	2,000	Tls 100	Tls 50	\$1,000,000 \$1,000,000	Tls 21,772	Tls 25 for 1909
MISCELLANEOUS.						
Bell's Asbestos Eastern Agency, Limited	5,604	12 1/2	12 1/2	\$1,000,000 \$1,000,000	6045	15% per share for 1908
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$1,000,000	60,126	60 cents for 1909
China Light and Power Company, Limited	50,000	\$5	\$5	\$1,000,000 \$1,000,000	12,502	10 cents for year ended 28.2.06
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000	\$1,891	80 cents for 1909
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000,000 \$1,000,000	\$4,900	\$1.20 for year ending 31.7.09
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$1,000,000	None	Final of 40 cents making in all 75 cents per share for 1909
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000 \$1,000,000	None	14 per cent. viz. \$1.40 for 1909
Hongkong Electric Company, Limited	60,000	\$10	\$1	\$1,000,000 \$1,000,000	\$17,792	A dividend of \$1.20 per share and a bonus of 10 cents
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$1,000,000	\$6,766	Final of \$8 1/2 for 1909
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$1,000,000	Tls 316,682	Final of \$1 making in all \$2 for 1910
Matschappij tot Mijn- en Landbouwerij exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	\$1,000,000 \$1,000,000	None	2nd interim dividend of Tls 12 for 1910
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$1,000,000	\$3,024	60 cents on fully paid shares at 1.8 cents on \$1 paid shares for year on 11.12.10
Peak Tramways Company (new)	50,000	\$10	\$1	\$1,000,000 \$1,000,000	Pa. 18,640	None
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000 \$1,000,000	None	Final Tls 5 making Tls 8 for 1903
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls 20	Tls 20	\$1,000,000 \$1,000,000	Tls 5,250	First year
Societe des Pulpes et Papeteries du Tonkin	11,200	50	25	None	None	None
South China Morning Post, Limited	6,000	\$25	\$25	None	Dr. \$11,095	None
Siam Laundry Company, Limited	20,000	\$25	\$5	None	\$17,86	10% for year ending 31st May 1911
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000	None	60 cents for year ending 31.12.09
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$1,000,000 \$1,000,000	\$343	60 cents per share for year ending 31.5.09
Watkins Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000	\$1,941	35 cents for 1909
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$1,000,000	\$2,813	None
William Powell, Limited	15,000	\$7	\$7	None	\$781	None

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEWSERIES No. 8248

星期六月五年二統宣

SATURDAY JULY 2, 1910.

大正

號二月七其曆西

5th PER ANNUM. SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Sinking \$15,000,000
Silver \$15,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
G. Balloch, Esq., Chairman.
Robert Shaw, Esq., Deputy Chairman.
F. H. Armstrong, Esq., S. A. Levy, Esq.
J. W. Bandow, Esq., F. Lieb, Esq.
Hos. Mr. Henry Keswick, Esq., G. H. Medhurst, Esq.
G. R. Lenzmann, Esq., H. A. Sells, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 3 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH, Chief Manager.
Hongkong, 7th May, 1910.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,000,000
RESERVE FUND £1,000,000
RESERVE LIABILITY OF PROPRIETORS £1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 3 per Cent. per Annum on the daily balance.
On Fixed Deposits for 12 months, 4 per Cent. per Annum.
W. M. DICKSON, Manager.
Hongkong, 26th April, 1910.

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 10,250,000

Head Office—YOKOHAMA.

Branches and Agents:
TOKYO, HANKOW, HONGKONG, SHANGHAI, PEKING, TIENTSIN, YOKOHAMA, MANCHURIAN RAILWAY, PORT ARTHUR, ANTUNG, LIOYANG, MUKDEN, TIENTSIN, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 3 per Cent. per Annum on the daily balance.
On Fixed Deposits:
For 12 months, 4 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 3 months, 3 per Cent. per Annum.
TAKAO TAKAMICHI, Manager.
Hongkong, 12th March, 1910.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tals 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank),
Direktion der Disconto-Gesellschaft,
Deutsche Bank,
S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank fuer Handel und Industrie Robert Warshawsky & Co.,
Mendelssohn & Co.,
M. A. von Rothschild & Soehne, Frankfurt,
Jacobi & S. Stern,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim & Co., Koeln,
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROBINSON & SONS,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED,
DEUTSCHE BANK (BERLIN), LONDON BRANCH DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT DEPOSITS, on terms which may be found on application. Every description of Banking and Exchange business transacted.

K. KULMANN, Chief Manager.
Hongkong, 12th March, 1910.

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON DEPOSITS ALLOWED AT 3 PER CENT. PER ANNUM.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. PER ANNUM.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.

Hongkong, 12th January, 1909.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$1,000,000
ABOUT MEN \$7,114,152.88
RESERVE FUND GOLD \$1,000,000
ABOUT MEN \$7,114,152.88

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTING BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives Money in United States Accounts at the rate of 4 per Cent. on the daily balance and accepts Fixed Deposits at the following rates:
For 12 months, 4 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 3 months, 3 per Cent. per Annum.

No. 9, Queen's Road Central, Hongkong.

N. S. MARSHALL, Manager.
Hongkong, 30th April, 1910.

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:
Alexander McLeod, Esq., Chairman.
O. Stephanus, Esq.
Lee Yung Su, Esq.
J. H. McMichael, Esq.
O. R. Burkill, Esq.
J. A. Watlin, Esq., Manager Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force \$34,044,152.00

Assets 7,114,490.08

Income for Year 3,073,534.81

Total Security to Policyholders 7,885,852.55

LEFFERTS (KNOX, Esq.) Hongkong, Canton, Macao and the Philippines.

B. W. TAPE, Esq., District Secretary.

ALEXANDRA BUILDING, HONGKONG.

Hongkong, 1st December, 1909.

PAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS:

7.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

NIGHT CARS:

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS:

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 12.00 a.m. Every 10 minutes.

12.00 a.m. to 1.00 a.m. Every 15 minutes.

1.00 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.

SATURDAYS:

Extra cars at 2.15 p.m., 11.30 p.m., and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 28 April, 1910.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR ITINERARY TO SAIL ON REMARKS.

SHANGHAI { DELHI 7th July } Freight and Passage.

LONDON, &c., via usual Ports { DELTA 9th July } See Special Advertisement.

SHANGHAI, TAKU, NAGA-SAKI, MOJI, KOBE and YOKOHAMA { CANBIA 11th July } Freight only.

LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, SIMLA and MARSEILLES { Capt. W. R. Hickey 11th July } Freight and Passage.

For Further Particulars, apply to E. A. HEWETT, Superior Agent.

P. & O. S. N. Co's Office, Hongkong, 2nd July, 1910.

Intimations.

LANE, CRAWFORD & CO.



SPECIAL VALUE

IN

STRAW

HATS

FROM

\$2.50 each.

IN THE

LATEST

STYLES.

LANE, CRAWFORD & CO.

Kupper's Pilsener Beer.

Beer.

The Leading Beer in the Far East.

Telephone No. 95

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

Wine & Spirit Merchants.

Hongkong, 17th June, 1910.

Hotels.

BELLE VIEW HOTEL.

Telephone No. 907.

SHAUKIWAN ROAD.

The Bar of this hotel is temporarily closed pending the transfer of the License to sell intoxicating liquors.

MAK NAM WOON, (Proprietor.)

Hongkong, 17th June, 1910.

HOTEL CRAIGIEBURN.

PLUMER'S GAR, the PRAX, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 1st July, 1910.

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 27th June. 8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN. TUESDAY, 28th June. 8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN 10.00 P.M. FATSHAN 5.15 P.M. KINSHAN. WEDNESDAY, 29th June. 8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN. CANTON TO HONGKONG: THURSDAY, 30th June. 8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN 10.00 P.M. FATSHAN 5.15 P.M. KINSHAN. FRIDAY, 1st July. 8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 10.00 P.M. FATSHAN 5.15 P.M. KINSHAN. SATURDAY, 2nd July. 8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN 10.00 P.M. FATSHAN 5.15 P.M. KINSHAN. SUNDAY, 3rd July. 10.00 P.M. FATSHAN.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,257 Tons and "SUI-AN" 1,257 Tons. Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf. Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 3rd JULY. The Company's Steamship "SUI-AN," will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M. FARES AS USUAL. By kind permission of Col. Prior and Officers, the Band of the 13th Rajputs under Bandmaster Coke will play during the trip. N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the steamer returning from Macao at 5 P.M. First class fare by steamer leaving at 1 P.M. and returning with excursion steamer at 5 P.M. Single Fare also 5s. Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons. Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M. Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 504 Tons. One of the above steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuhow for Canton on the same days at 5.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong on Vice-Versa by the Company's direct steamers "Lutan" and "Sung". These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Bank Place.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND 2nd TO 5th.

Hongkong, 3th February, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely new Management. Large and comfortable Rooms. Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of L. GAMEAU, N. BAUMERTHAL, Proprietors, Manager.

REMINGTON TYPEWRITERS. LATEST MODELS, VISIBLE WRITING, ALWAYS IN STOCK. Ribbons, Carbon and other accessories. Repairs undertaken; also Contracts for repairing in order. Sole Agents: HENDERSON & CO. Hongkong, 1st May, 1910.

Mails.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"KLEIST" (T. 17,000) Capt. O. Fabke	About WEDNESDAY, 19th July.
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"ROON" (T. 15,900) Capt. W. Bartling	THURSDAY, 14th July, 10 A.M.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENS" (T. 6,750) Capt. H. Ratgeber	SATURDAY, 16th July, Daylight.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" (T. 7,000) Capt. F. Iscke	About TUESDAY, 26th inst.
KUPAT and SANJAKAN	"BOEMO" (T. 5,050) Capt. F. Samhill	End of July.

NORDDEUTSCHER LLOYD. MELCHERS & CO., GENERAL AGENTS, HONGKONG & CHINA. Hongkong, 1st July, 1910.

Intimations.



N. LAZARUS, OPHTHALMIC OPTICIAN, CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right. Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight," free. LONDON, GALATIA, SHANGHAI, John Street, Bedford Row, W.G. 44, Heathcote Street, 66, Nanjing Road.

OSMAN & CASUM, 1 & 3, D'AGUILAR STREET.

JUST UNPAKED Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS. MUSLIN and FIGURED VOILES. LACE and EMBROIDERIES a speciality. TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application. Coast Port Orders carefully executed. Hongkong, 6th September, 1900.

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics is without equal in all cases of defective nerve power, whether induced by worry, overwork, intemperance, disease, or other causes. It is a powerful tonic, and restores the system to its normal state, and promotes the most perfect health, and dispels the various symptoms of nervous debility, such as dizziness, headache, neuralgia, and other ailments.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other defects of the blood. It is a powerful tonic, and restores the system to its normal state, and promotes the most perfect health, and dispels the various symptoms of blood impurity, such as skin diseases, and other ailments.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance 80 "	Width of Entrance 50 "	Width of Entrance 63 "
Water on Blocks 28 "	Water on Blocks 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the situation of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description. The plan and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles and tall shafts all being tested by Lloyd's surveyors). Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons. Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises. Tenders will be made up when required and the workmanship and material will be guaranteed. The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world. A large mooring basin is available alongside our own works for mooring vessels whilst under repair. Telephone: Nos 378, 508, or 681. Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed. Liebers, Booths, A. 1, and Watkins. Yokohama, April 28th, 1909.

For Sale.

FOR SALE AT GRACA & CO. 17, DES VŒUX ROAD.

ASIATIC POSTAGE STAMPS and VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single. Assortment of Stamps and Post Card Albums. Postage Stamp Catalogues for 1910. Stock Books, Duplicate Pocket Books. Transparent Envelopes. Tweezers, Magnifying Glasses, Perforation Gauge. Novels, Books for parlour and household use. Toy Books for Children. Prayer Books, Religious Pictures, Pendant Medals, Statuettes, Flower Seeds. Relief Scraps and Scrap Albums. MANILA CIGAR AND CIGARETTES. Inspection invited. Hongkong, 12th January, 1910.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory. In Bags of 150 lbs. net \$8.25 per Bag ex Factory. SHEWAN TOMES & CO., General Managers. Hongkong, 16th August, 1908.

Dentistry.

Dr. M. H. CHAUN, DENTAL SURGEON, 33, QUEEN'S ROAD CENTRAL, 1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A. Telephone 125. Hongkong, 17th January, 1910.

THE Y. G. LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET. REASONABLE FEE. Consultation Free. Hongkong, 10th June, 1909.

To Let.

1ST SEPTEMBER.—BOWEN ROAD.

WESTERN BLOCK OF DWELLING HOUSES at present occupied as Artillery Officer's Quarters.

Suitable for Boarding House. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 10th June, 1910.

To Let.

NO. 5, CANTON VILLAS, Kowloon. A HOUSE in KNOTSFORD TERRACE. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 16th June, 1910.

TO LET.

25,000 SQUARE FEET OF LAND at Kowloon (K. M. L. 1) with 100 feet Sea Frontage and right to build a Pier, suitable for Coal and or Timber Storage. For particulars, apply to—L. M. ALVARES, 49, Wyndham Street. Hongkong, 6th May, 1910.

TO LET.

DARTMOOR, No. 13, CONDUIT ROAD.

A HOUSE in CLIFTON GARDENS and OFFICES, 14, DES VŒUX ROAD CENTRAL.

CODDONS, PRAYA EAST, formerly occupied by M. B. K.

OFFICES, No. 4, CONNAUGHT ROAD, 1st Floor.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RYAN TERRACE.

OFFICES in YORK BUILDING, No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Tram stops at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st June, 1910.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

FIRST FLOOR of No. 4, DES VŒUX ROAD recently vacated by Institution of Engineers and Shipbuilders.

ONE GODOWN in MASONS LANE. Apply to—DAVID SASSOON & Co., LD. Hongkong, 4th April, 1910.

TO LET.

156, PRAYA EAST from 1st June. Also OFFICES at No. 2, PRUDER STREET from 1st July. Apply—Messrs. JARDINE, MATHESON & Co., LTD. Hongkong, 31st May, 1910.

TO LET—UNFURNISHED.

A LARGE FRONT ROOM with Verandah, Dressing Room, Bath Room attached. Two minutes from Ferry, Kowloon. Apply—HONGKONG TELEGRAPH. Hongkong, 22nd June, 1910.

TO LET.

GODOWN at No. 14, DUNDRELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st June, 1910.

WOMEN'S WRONGS UNDER LAW.

HANDSHIPS OF THE MARRIAGE CODE. SOLICITORS URGE CHANGE IN DIVORCE TRIUNAL.

Before the Divorce Commission on 30th May evidence was given by well-known solicitors of their experience of the working of the existing machinery as it affects the poor. The North Staffordshire County-court judge first gave evidence advocating the extension of divorce jurisdiction to county-courts, but not an extension of the grounds for obtaining divorce.

Mr. Frank Palmer, solicitor of Raymond-place, Bryanston-sq., said that he had long been impressed by the fact that divorce was a luxury that could only be indulged in by the rich and fairly well-to-do, and was a justice denied to the poor. The very lowest sum that a divorce could be conducted for was 300 guineas, and only for that sum if it was undefended and the evidence quite clear. This fee would not include witnesses' expenses. If a divorce was only to be allowed to one class, the poor were more entitled to it, as with their cramped and inadequate means they could not afford the extra expenses which must be entailed by having to pay to have their children at home looked after. There were many cases of men and women who had left their lawful partners on account of partners' misconduct, and were driven to an irregular life because they were not in a position to pay the heavy fees of obtaining a divorce.

The witness approved of county-courts as a divorce tribunal, but with a limit in the incomes of the parties applying to them. He strongly criticised the operation of the practice of applying for separation orders. It was very seldom indeed that husbands and wives who had been separated came together again, and although it did sometimes happen he could not recall an instance when it had been permanently successful.

SUFFERING UNDER BRUTES. When hearing the acts of cruelty women had to complain of he was amazed at their long-suffering and patience. Some women's reasons for returning to their husbands were that, pressed by the strain of having to support a family on a very small amount irregularly paid and being over-persuaded by their husbands' promises, gave them another chance, but they soon found out that their husbands were unable to change their brutal nature, and were driven again to seek the protection of the Court. The law with regard to the parties' rights where cruelty was alleged as one of the matrimonial offences should be considerably enlarged for some conduct was so calculated, cruel, and lasting as to be worse than blows, and yet it would not be considered legally unless medical evidence could show that a woman's health had been impaired. Witnesses said he would entirely dispense with the King's Proctor. His office was an extremely mischievous one. He accomplished no good object. His only work was to endeavour to find out that the successful party to a suit had been guilty of a matrimonial offence in order to permanently prevent the separation of two people, who, by the very nature of what had been proved, could never live together again, and who, by his intervention, were driven to lead irregular lives. The King's Proctor's actions were generally directed to poor litigants, and seldom did he endeavour to prevent a decree nisi being made absolute when the parties were of good social position or possessed of means, and able thereby to defend themselves against his allegations. The sum total of his success was the propagation of irregular unions and immorality. Mr. Henry Pierson, of the firm of Pierson and Ellis, West Kensington, who said he had a wide experience of matrimonial cases in the metropolitan police courts, believed in local courts, not only because of their cheapness, but because the remoteness of the London court removed to some extent the fear of publicity and minimised the effect of a healthy public opinion. He was strongly of opinion that the general effect of separation orders was unmitigatedly evil, and the remedy was divorce.

FOR UNDEFENDED CASES. Mr. Arthur John Edward Newton, the well-known London solicitor, supported the county-courts as tribunals for divorce in undefended cases only. In regard to separation orders, a magistrate's jurisdiction, ought not to be extended. While strongly objecting to the way in which certain Sunday papers published divorce details, he held that publication should not be discontinued, as it was a prevention against false cases. A woman ought to be able to obtain a divorce for persistent misconduct and either husband or wife should have it for insanity of at least five years' standing if two medical certificates could be obtained to the effect that it was probably incurable. The Commission again adjourned.

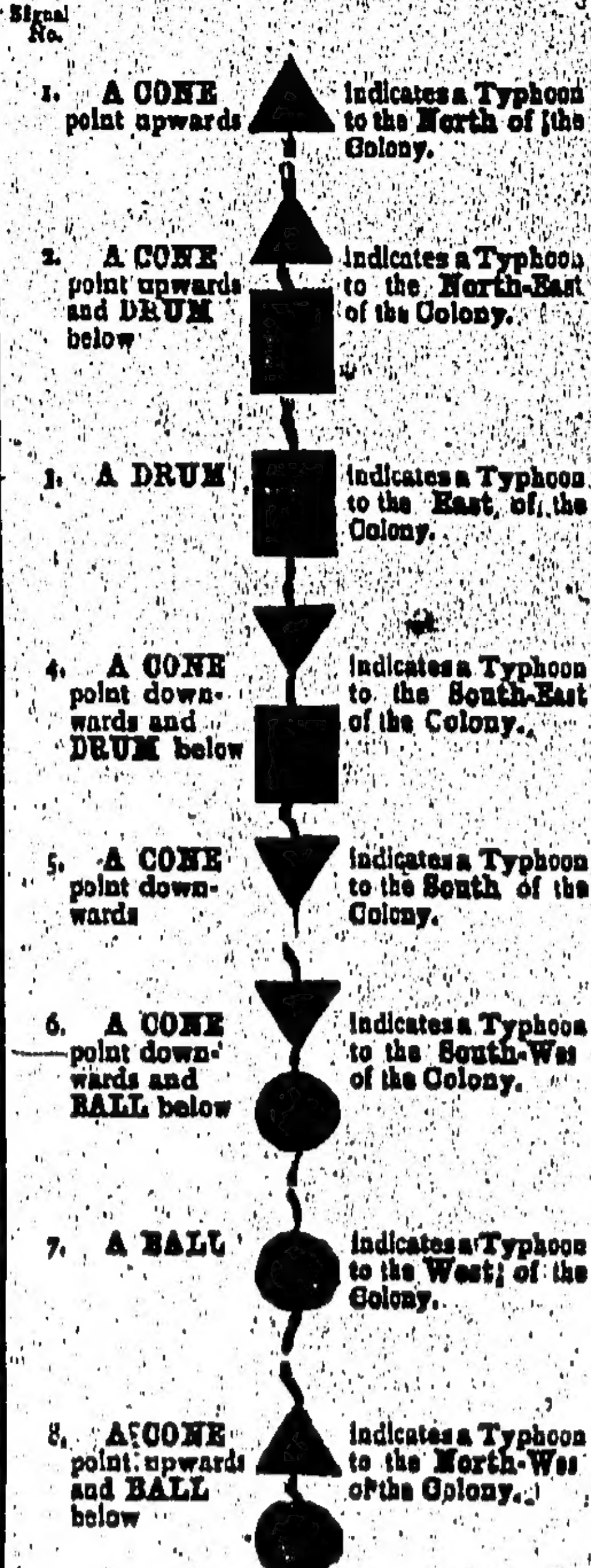
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FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:—DAILY—\$5 per annum. WEEKLY—\$15 per annum. The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month. The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post an additional 15s. per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, 10 cents. Weekly, 25 cents (for cash only). (PAYABLE IN ADVANCE.) There will be no rebate to Miscellaneous subscribers as heretofore. By Order, THE MANAGER, Hongkong Telegraph Co., Ltd. Hong Kong, 1st June, 1910.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.



Red Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, OF INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being published by night.

These Night Signals will be substituted in the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:—

Cap Rock.	Aberdeen.
Waglan.	Sin Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sin Tai Kok.
	Tai Fan.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, as demanded, by signal from the Harbour Office.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORT.

	Per Dozen	Per Bottle
Port	\$14.00	\$1.20
B Red Seal Capsule	18.60	1.55
C Superior Light Invalid, Green Seal Capsule	21.60	1.80
D Violet Seal Capsule	28.60	2.40
E Very Fine Old Tawny White Seal Capsule	37.60	3.30

The following Ports have been specially selected and procured from Messrs. G. G. SANDEMAN, SONS & CO., of London and Oporto, and are of the highest class:—

	Per Dozen	Per Bottle
Douro	\$19.60	\$1.70
Old Tawny	28.60	2.05
Invalid	28.60	2.05
Estrella	29.60	2.55
	32.60	2.80
Very Old Tawny	48.60	4.10
Oldest and Finest	55.60	4.70

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 16th June, 1910.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The Writer's Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)
DAILY—\$35 per annum.
WEEKLY—\$12 per annum.

The rates per quarter and per annum, proportional to the above, for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messengers. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

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almost more and more rare, parts of Italy and France, and at least one really civilized part of Germany. These countries, be it noted, are only perfectly civilized in parts. Not everywhere are the people as charming as they are in, say, that sweet land which borders the road from Midhurst to Chichester, or that valley where kindly-eyed men cry "grüts Gott!" as a stranger passes. The natural politeness of the Chinese is very surprising to those who have only seen them in Singapore or Hongkong, where base-born hotel boys are the worst specimens of their class. At the same time Chinese politeness often is not the outward expression of an inward sweetness of disposition or gentleness of mind. The Chinese general who very politely bowed to a Shau Sawba or tributary king, before using a banquet as an opportunity for treacherously beheading him and all his family was not a model of true courtesy. The kindly thoughtfulness which goes out of its way to give pleasure to others or to do them a service entirely unrequited is seen oftener in the highly cultured classes, whom we call gentlemen. No more charming men and women can be imagined than the real aristocracy of Europe. It has been said that an Irish gentleman was the most perfect gentleman on earth. We know many Irish gentlemen, but can find their parallel in charm of manner and beauty of mind among Prussians as well as among the stately hidalgos of Old Castile. "What," asked a vivacious lady, "is the difference between an English gentleman and an Irish gentleman?" "Nobody could find an answer save the pretty Hibernian herself. 'Sure,' said she, 'is the one has the feelings of a gentleman and the other his failings!' She deserved being kissed for her wit, and her husband, a good rider to hounds and a rare Irishman, was not slow to give her her deserts. How pleasant it is to meet with at least outward civility, and what a lesson some of our Chinese friends could teach some of those rude uncultivated people who would blithely resent not being classed as 'gentlemen!' We remember, long ago, a Chinese gentleman, long coated in silk, in national costume, crossing a London street being bawled at by a young man who was well-dressed enough to know better. 'Boxer!' yelled he, and pulled the Chinese's queue. The placid silk-clad man gently removed his hair from the contaminating touch and without even a word, calmly pursued his way. When certain of our acquaintances have provoked us into strong temptation to retort, and when curs yell at our heels, we remember that dignified Chinese and his imperturbable dignity. They may yell 'Boxer' or worse, what hurt does it do to a philosophic mind? 'They say. What say they? Let them say.'

THE NEW IDEA of His Excellency appears to be that Post Office servants should not be more "bitten down" than other honest workers, and that a Sunday delivery of letters is surely not much more important in Hongkong than in London. We might say much on the subject, but as it has not been announced officially, and as we know only of a benevolent intention on the part of a Governor who seems to understand the difficulties under which certain departments of his jurisdiction are toiling, we may only say that we heartily congratulate Sir F. H. May on the stern and practical view which he takes of public duty.

LOCAL AND GENERAL.

MR. William C. Jack has been appointed a surveyor of unlicensed motor boats.

NEW regulation under the Liquors and Opium Ordinances are published in the *Gazette*.

The world's second longest cable line has been laid from Ascension Island to Buenos Ayres.

FOUR water-melons cost a thief at the Magistrate's court this morning seven days' hard labour and four hours' stocks.

THE registration of a memorial of re-entry by the Crown of New Kowloon Survey District I, Lot No. 5301, has been cancelled.

DEALERS strongly urge the Government of India to postpone the next opium sales if they cannot get the Chinese Government to cancel the duty.

SIR Hugh Clifford, Colonial Secretary of Ceylon, has arrived in London and is staying at Artillery Mansions, Victoria-street, Westminster.

AN Australian Syndicate is now putting down trial bores in Lunat Harbour for tin, which is believed to exist there in the alluvial state as at Tongkah.

THE Singapore Government Railway earned \$11,723 in the first five months of 1910, an increase of \$7,000 over that of the corresponding period 1909.

ON account of the Chinese opium monopoly a Calcutta dealer stands to lose eighteen lakhs, and it is expected there will be a rush into the insolvent court.

A JUNK mast was seen floating one mile south of Gap Rock this morning. It must have belonged to some junk that came to grief in the recent typhoon.

NO traces have yet been discovered of the thieves who broke into and stole from Messrs. E. D. Sassoon and Co.'s godowns 89 balls of opium on Thursday night.

THE death is announced from Portsmouth of ex-Sergeant-Major John Lincoln, who took part in the charge of the Light Brigade at Balaklava and had two horses shot under him.

THE case was continued before Mr. E. R. Hallifax at the Magistrate's court this morning in which three Sikh watchmen in the employ of the King Edward Hotel were charged with assaulting another watchman belonging to a different estate and employed at the same place. Mr. J. B. Gardiner, who appeared for the defendants, said he wished to take out a possession against the complainant and the case was adjourned. Defendants being released on bail in the sum of \$50 each.

Siberian Mail.

SERIOUS CHANGES UNDER CONSIDERATION.

P. O. RELIEVED FROM OVER-WORK.

A rumour has gained currency which we have been unable to trace, but which on serious attempt at verification we find to be founded on fact, that His Excellency the Officer Administering the Government has taken a very grave view of the

USELESS INJUSTICE.

done to the Post office employees by the long waiting on Sundays for Siberian mails which may or may not arrive at any hours.

That these unfortunate men who have to work from the time of going to early Church on Sunday morning to that dewy eve which in the ages of Faith was made musically vocal with the office of Compline, should now be relieved of work on the Sunday or rather only a portion of it, is a cause for gratification, for those of us who see no reason why any creature should be over-worked.

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CANTON DAY BY DAY.

TAOTAI WEI HAN.

(From Our Own Correspondent.)

Canton, 1st July.

H.E. Yuan Shu Han has in a special memorial to the Throne, strongly recommended Taotai Wei Han to the proposed appointment as Commissioner of Foreign Affairs in the Kwangtung province. Taotai Wei is a capable and energetic official, being very popular in his dealings with his official colleagues as well as with the representatives of the foreign Powers in the Southern capital. Taotai Wei is well conversant with both the English and French languages, written and spoken, and he has, therefore, been greatly relied upon by the Canton Viceroy for his services in the transaction of foreign affairs. He was also given last year by the Throne the Chinese literary degree of *Chin Sze* in recognition of his excellent education in foreign languages and valuable services rendered. Should Taotai Wei Han be appointed to the proposed post as Commissioner of Foreign Affairs in Canton, it can confidently be expected that there will be no unnecessary embarrassment as hitherto in the conduct of business between the Chinese and foreigners in Canton and that foreign affairs will be satisfactorily conducted by this official.

CANTON MINT.

In consequence of the introduction of a uniform system of coinage in the Empire of China, the Ministry of Finance has appointed Sik Lim to be chief manager, and Woo Tai Shung to be assistant manager in the Canton branch of the Imperial Mint.

GAOL ESCAPE.

On the 27th ultimo, during the absence of the magistrate on official business, the prisoners in the gaol at Po Lo district availed themselves of the opportunity and escaped. Of the thirty-five prisoners in the gaol at the time twenty-five managed to effect their escape.

FIRE.

Day before yesterday, at about midnight, a fire broke out in Sun Tui Lao street, in the Western suburb, not far from the Canton-Hankow Railway steam ferry wharf. The configurations lasted for some time, destroying four buildings; and about a dozen of the fire fighters were more or less injured, while engaged in the work of putting out the fire.

DEPARTURE OF LADY YUAN.

Lady Yuan, wife of the Canton Viceroy, H.E. Yuan Shu Han, left here yesterday by the gunboat *Pu Ba* for Hongkong en route to Shanghai on board the China Merchants' Steam Navigation Company's steamer *Kwanglee* she will tranship at Shanghai to proceed to her native home in Hunan. Lady Yuan was accompanied by about a dozen attendants, and she took home with her some two hundred packages of personal effects. It is believed here that the departure of Lady Yuan is an indication of H.E. Yuan's relinquishing the Viceroyalty of the Liang Kwang Provinces.

OPIMUM PATIENTS.

It is learnt from the Canton Government Anti-Opium Bureau that the number of opium patients admitted and at present under treatment in the five different Opium Refuges in Canton is some three thousand and five hundred. The Government Anti-Opium Bureau has recently modified the regulations that opium smokers admitted to the Refuges for medical treatment are not allowed to stay there for over one month and that they must be made to get rid of their opium smoking habit during that period. Failing observance of these regulations and by returning to his evil habit, an opium smoker will have to pay the penalty of a fine of \$20.

CHEAP RICE.

The proceeds realized from the sale of cheap rice at the four sheds in this city on the 29th ult. were as follows:—Eastern Shed, \$5,885; Western Shed, \$5,885; Wongshe Shed, \$5,885; and Hoonan Shed, \$5,885. In addition to the above figures nearly \$10,000 worth of rice was sold to the villagers who came to Canton to obtain the supply of the staple commodity on that day.

PARSEE PRESENTATION.

TO SIR HORMUJEE MODY.

The deferred presentation, through wholly unavoidable circumstances, of the congratulatory address by the Parsee community, to Sir Hormujee Mody on the occasion of his recent elevation to a knighthood, will take place, we understand, on Wednesday next, the 6th inst., at 5.30 p.m., at the Parsee Club.

HIPPODROME CIRCUS.

OPENING ON TUESDAY NEXT.

With the arrival of the French mail on Monday at daylight, the Hippodrome Circus will renew their association with the Hongkong public. Mr. Jackson, the Circus representative in Hongkong, informs us that, unless prevented by inclement weather, the opening night will be on Tuesday next, 5th inst., at Causeway Bay.

Since their last visit to Hongkong the Circus have acquired distinct novelties that should appeal to the Hongkong public. In particular we are requested to mention the combination's acquisition of Mr. Karl Kramer, "the champion wrestler of the world," who challenges anyone, irrespective of colour, is catch-as-catch-can, or in the Greco-Roman style. Every evening that the Circus play in Hongkong Kramer will give an exhibition of his strength.

Mr. Bysack, the managing proprietor, is travelling with his company and hopes to present novel features that should appeal to all his patrons, both European and Chinese.

SANITARY BOARD.

A meeting of the Sanitary Board will be held on Tuesday next, at 3.45 p.m., included in the orders of the day are the following items:—

Minute by the Head of the Sanitary Department relative to removal of mounds from villages. Minute by the Head of the Sanitary Department relative to special care of graves in the Colonial Cemetery.

Report of the Committee on three complaints against the city conservancy contractor. Minute relative to the removal of the urinal at Salisbury Road to Canton Road.

Arrangement of duties of sanitary inspectors during the later half of 1910.

Application for a modification of the requirements of section 188 of the Public Health and Buildings Ordinance 1903 in respect of the proposed extension of the Tung Wah Hospital and a New Refuge Home.

Application for an offensive trade licence for Nos. 1 to 5 Catchick Street.

MR. C. C. Longden leaves Ceylon next month, and the local Government has written to the Government of India for a successor to the departing Inspector-General of Police.

A COOLIE was awarded seven days' hard labour and four hours' stocks at the Magistrate's court this morning for stealing an umbrella from a Chinese theatre near Causeway Bay.

IN view of the forthcoming marriage of Mr. F. S. Rayer to Miss Leventist the European staff of the *South China Morning Post* this morning presented Mr. Rayer with a silver tea service.

A NATIVE was fined \$50 at the Magistrate's court this morning for selling opium 'dross' in Gough Street. A further fine of \$5 was imposed on the defendant for being in possession of the drug.

MR. A. H. McGee of Malacca has been granted a patent for spoons for the collection of rubber latex. And Nils Testrup of London, for an invention for the brigetting of carbonized peat and the like.

A WIRE, dated the Hague, June 13, states that the President of the French Republic will pay Holland a visit in October. He will go in a man-of-war, and will be entertained in the royal palace at Amsterdam.

ONE month's hard labour was awarded a Chinaman in the Police Court this morning for stealing some clothing. For stealing a pair of silk trousers, another native was awarded 14 days' hard labour and six hours' stocks.

TENDERS will be received at the Colonial Secretary's Office until noon of Monday, the 18th inst., for work in connection with the erection of a pair of semi-detached bungalows, together with servants' quarters at Mount Kipler, the Peak.

THE Indian policeman who was charged yesterday before Mr. E. R. Hallifax with sleeping while on duty was this morning fined the sum of \$50 in default, six weeks' hard labour. The fine was paid. Mr. Gardiner appeared for the defendant.

A POLICE case at Batavia in which a shopkeeper stood charged, with passing off used postage stamps for new ones disclosed an ingenious fraud. The post mark had been removed from them by means of turpentine to dissolve the ink, and the tampered stamps were sold as genuine ones at reduced rates.

THE *Ceylon Observer* learns by the home mail of May 27, that the busts of ex-Governors Sir West Ridgeway and Sir Henry Blake, being prepared for the Ceylon Legislative Council Chamber by the well-known sculptor Mr. George Wade, had been finished and were on their way to London from Italy where Mr. Wade had them cut.

THIS morning, says the *Manila Times* of 24th ult., Filipino snappers and other fish in the Pasig near the Old Captain of the Fort building, by the aid of fish weirs, caught the largest cat ever seen on the water front. It was fully ten feet in length. Both banks of the Pasig and all the ships and lighters moored in the stream were thronged with hundreds of Filipinos, with spears and spears, trying to catch the fish, that in myriads, were swimming near the surface of the stream. Natives, when asked in regard to the phenomenon, were almost unanimous in their statement to the effect that at this time of the year the bottom of the river gets hot, and that the fish have to leave the depths of the stream and flash back and forth on or near the surface. Another theory that seemed to have a great many adherents was to the effect that at this time every year there was a change in the character of the water, this change acting on the fish as a stimulant. This theory was advanced by an old pilot, who has witnessed the phenomenon for many years.

BOXING.

AT THE CITY HALL TONIGHT.

The Jeffery-Johnson fight is exciting our attention. Neighbours across the mis-named Pacific Ocean. While we in Hongkong are not so busy as the many peopled so-called "United States," we are all deeply interested in our own little boxing match to-night. The darkie, "Battling Wilcox," will stand punishment, and it is said that he can let any amount of battering about the head, as well as being so hard about the body as practically to feel nothing more of a heavy body blow than a gentle knock. This will not certainly result in a short bout, as people at first thought. Sergeant Piggett of the Royal Garrison Artillery is a fierce fighter, and he will probably force the battle from the beginning. Some experts are of opinion that Wilcox may win on points, but we think this very problematical. The Englishman belongs to a breed that is almost ignorant of defeat and he is wonderfully quick. We are informed on the very best authority that Wilcox with all his unusual lasting power is not as formidable in attack as Piggett. A sporting offer of \$500 has been made that Piggett will knock the coloured gentleman out. We are chary of prophecy, and should hesitate to make any bet on a contest which will interest us here at least as much as the curiously engineered and advertised prize fight which is due to take place in Nevada on the 11th instant. We can for one thing be sure that the fight to-night at the City Hall will be conducted with absolute fairness, without a shadow of prejudice, and that no one will grudge either combatant the victory which promises to be the reward of a tremendous struggle.

KOWLOON-CANTON RAILWAY.

PROSPECTIVE OPENING.

Notifications appearing in the current issue of the *Government Gazette* point to the early prospective opening of the line to traffic. One over the signature of Mr. E. S. Lindsay, Chief Resident Engineer, invites tenders for the right to sell food, fuel, and other eatables on the passenger platforms, fruit stalls in the third class passenger waiting sheds and other portions of the Kowloon-Canton Railway premises, approved by the manager.

The successful tenderer will be required to deposit \$20 per station as security for good behaviour and compliance with the orders of the railway management.

1. The articles offered to be vendued on platforms will be limited to food, fruit, related waters, teas, coffee, milk and other Chinese eatables and must be of the best quality obtainable. All articles of food will be subject to the daily inspection of the station master, or at any time by the medical authorities, and articles unfit for consumption will be rejected and taken charge of by the station master.

2. All eatables must be sold at the prevailing market rates, and every vendor must carry with him an authorized list of prices to be periodically verified by the station master, who will from time to time sign and date the list.

3. Each vendor must have fixed in a prominent place on the platform, or other vessel in which he carries the food and fruit, a notice as follows in Chinese:—

"Require for price list signed by the station master."

4. Vendors must not noisily call out their wares as they pass up and down the platform.

5. Vendors will not be allowed at stations while Troop trains are standing at them without special sanction of the manager.

6. No bazaar or bazaar will be allowed on the railway premises.

7. Vendors must be properly clothed and wear a special numbered badge. Vendors not wearing the proper number badges of their stations will not be allowed on platforms. Badges will be issued to vendors by the railway to be returned to the latter on the expiration of the licensed period.

8. The licence will commence from the opening of the railway until the 30th of June, 1911.

BUNGALOWS FOR SALE.

The second notification intimates that the Government are prepared to dispose of certain buildings erected for the accommodation of officers engaged on the construction of the Kowloon-Canton Railway but no longer required for that purpose. The buildings in question are situated either near the South or North face of Beacon Hill Tunnel or at Tai Po.

On receipt of an application for any of the lots on the terms hereinafter set forth, or such other terms as may be arranged, accompanied by a deposit of \$100 in respect of each lot, such lot or lots will be put up to public auction:—

TERMS.

(i.) The buildings will, in every case, be sold outright. The purchaser to pay into the Colonial Treasury within 3 days of the date of sale the full amount for which the lot may have been sold.

(ii.) The minimum area of land to be leased in the case of any of the lots will be 3,000 square feet, but if desired and if practicable, the area may be increased to a maximum of 25,000 square feet. The boundaries in every case to be determined by the Director of Public Works.

(iii.) Crown Rent for area of 3,000 square feet, \$1 per annum, and for every additional 1,000 square feet \$1 per annum. The rent to be calculated to the nearest whole dollar in each case.

(iv.) Term of lease 5 years.

(v.) A right-of-way to each lot from the nearest public road along a route to be approved by the Director of Public Works will be granted.

(vi.) Purchasers must make their own arrangements with regard to obtaining a supply of water. Any supply that may at present be laid on will not be available.

(vii.) Purchasers must make their own arrangements for lighting. Electricity light for which some of the bungalows are fitted will not be available.

CRANGKAT-SERDANG-ESTATES.

FIRST ORDINARY MEETING.

The first ordinary general (or statutory) meeting of the Changkat Serdang Estates, Ltd., was held at Singapore on 25th ult. at 8.00 p.m., Mr. C. Emerson presiding.

The Chairman, addressing the shareholders, of whom there were about fifteen present, said:—This, as you know, is merely a formal meeting called for the purpose of complying with the requirements of the Companies Ordinance. The meeting had to be convened soon because our time would be expiring out, but your directors would have been glad to be able to postpone it until they could lay before you a more complete statement of the company's position than is possible at the present juncture. However, we will deal, so far as our information permits, with the more salient points connected with the company's position.

The company took over on or about February 1 last, but unfortunately it was found impossible to secure the services of a permanent manager and an acting appointment was made. Naturally, perhaps, during the interval which elapsed before the date when the present manager took over, namely May 15, we were largely making time and it was quite impossible to lay down a definite scheme of policy, because it was felt that it would be inadvisable to do so until the permanent manager had had time to familiarize himself with the estate and make reports, estimates and recommendations. Your directors have recently interviewed the manager, Mr. Magill, who is giving his chief attention at present to getting the estate clear, introducing some systematic method of working it. The chief points of interest at present appear to be the question of census and output. A thorough census is being made, but without, of course, assuming to close exactitude, the manager thinks the number of planted trees will be found to be about 7,000. As to the yield from these, he takes a less sanguine view than that which was adopted in the report on the property which was circulated with the prospectus. Up to the present we have been getting roughly 3,700 pounds a month. Mr. Magill thinks that, in the course of the next few months, with more systematic tapping, this can be materially increased and he estimates that he will shortly be obtaining 4,000 pounds, or near it. Your directors

NOTES BY THE WAY.

THE TYPHOON.

Our old friend the aerial demon has already given us unmistakable indications that for the next few months it is going to favour us with its decidedly unwelcome attentions. Even Hak-lay's Comet piles into insignificance before our annual visitor, who has a most unhappy knack of hovering about the neighbouring coasts, so far as inspiring blood-thrills and affording persons of limited conversational abilities a safety-valve for their gas-bags are concerned. It cannot be denied that it was a most happy circumstance that we had to receive our uninvited guest in the matter of its tail-end only, and the Water Authority, who, like a lot of other good folk, had doubtless been relying with fond hope in his breast on the chance of a stray typhoon or two to fill up our reservoirs, must have been glad to notice that he was able to realise his dreams without being actively concerned with the unpleasant associations connected with a Hongkong typhoon of the blood-curling variety, which happy state of affairs was doubtless decided by a kind fate. There is, besides, another reason why we should rejoice in the fact that Jupiter Pluvius has kindly let loose his heavenly fluids, for otherwise, we would have been afforded the extraordinary spectacle of the good people in the New Territory performing weird ceremonies in order to propitiate the gods to send down the coveted liquid and, incidentally, we might have had to submit to another eruption on the depressing subject of the efficacy of prayer in this, the twentieth century as expounded in the columns of this local Press.

OUR WATER SUPPLY.

On this question of the Colony's water supply, I have received a most touching epistle from one of my acquaintances, in which he begs me to fight for his cause. In the letter, my correspondent states that he has the misfortune of residing in a five-storey tenement and on only two hours are allowed by a benevolent Government in which to provide for their requirements, many of the tenants are also, lately at the mercy of the occupiers of the lower floors, who monopolise the water-taps until the moment when the generous two-hour allowance expires. Sometimes, he has to spend as much as 50 cents a day to pay coolies to carry buckets of water obtained from street hydrants to his house. And this exclusive of water taxes. The same state of affairs exists even when the reservoirs are full, the authorities being seemingly determined to adhere to their two-hour policy with the utmost rigidity. Now, admitting the necessity of a systematic frugality in the matter of the water supply, it is at the same time the duty of the Government to give the question its fullest consideration with a view to ameliorating the hard lot of a much-abused class, who certainly do not draw princely salaries.

THE RICKSHA STRIKE.

So the strike of the ricksha coolies is over! It is perhaps as well that there is an end to the movement, for the forcible expletives which filled the air of those who could not, or would not perceive the humorous side of the situation were most demoralising. As showing the remarkable influence which the leading spirits in almost all departments of local labour, from that haughty individual known as the house-boy down to the dignified coolie, exercise over their guild-ridden compatriots, I am told that the majority of the complainants in a number of ricksha prosecutions in the Police Court the other day refused, absolutely and entirely, to give incriminating evidence against those, whom they clearly knew to have assaulted them and used threats of violence against them with a view to preventing them from plying for hire. One worthy Jehu with a more fervid imagination than the rest solemnly declared to the Magistrate that it would be nothing short of miraculous for him if he succeeded in identifying his assailant, even after having a good look at the man in the dock; for the violent nature of the attack caused his eyes to be "confused." That man deserves to be termed a first-class humorist, *maladroit* and all.

A REMARKABLE HEAT.

Did you ever have the good fortune, dear reader, of meeting with an animal, or even hearing of one, possessed with qualifications which are enough to make poor old Mark Twain himself turn in his grave? Someone with an inventive genius has been creating out on the Kowloon side an extraordinary quadruped, possessed of supernatural powers. The quadruped in question would not deserve the term of "extraordinary" and its powers would not be called supernatural had not its alleged killers attributed to it faint resemblances to "Stripes." We are told that it had been shot in the spine and in the hind quarters the savage beast leapt into the air for no less a distance than thirty feet! What sort of a carnivorous beast is this that leaps thirty feet into the air after it is shot? But this is by no means all. After the law of gravitation had brought back the beast on to Mother Earth, the animal after a lot of inspiring deathly writhings finally resigned to its fate, but not before it had its powerful claws fully three feet into the ground. After that I have faint visions of Teddy Roosevelt making beetle tracks for Kowloon.

CASUAL CRITIC.

TAIKOO DOCK CO.

MAIDEN ORDER FOR MANILA VESSEL.

The contract for a maiden order for the tugboat "Maiden" at Manila has been awarded to the Taito Dock Company of Hong Kong. The price is said to be the lowest ever obtained for such a vessel.

DAILY MAIL OUT.

HIGH SCORE BY SYDNEY RIFLE CLUB.

Five hundred and eighty-two clubs entered teams for this year's Empire Day Rifle Contest. The following were the highest scores received up to May 24.

HIGHEST POSSIBLE 840.

Club	Score
Granville Technical College, N.S.W.	816
Langport and District, Somerset	812
North London	810
Young, N.S.W.	805
Hull, Yorkshire	795
Peak Hill, N.S.W.	794
Queanbeyan, N.S.W.	792
Durban Light Infantry, Natal	790
Natal Caribbeers, Natal	789
Queen's Edinburgh, Edinburgh	786
Port Augusta, South Australia	780
Gunnedah, N.S.W.	781
Grimsby, Lincolnshire	780
Eglinton, Irvine, Ayrshire	780
Witwatersrand Rifles, Transvaal	780
Victorian Railway, Victoria, Australia	779
Post and Telegraph, Victoria, Australia	778
Bonaccor, Aberdeen	777
Vancouver, British Columbia	776
City of London, London	776
Adelaide, South Australia	776
Duchmont, Glasgow	776
Epping Forest, Essex	775
Bathurst, N.S.W.	775
2nd (Presidency) Batt., Calcutta Rifles	774
Alicar, Lancashire	774
Kimberley Volunteers	773
6th Batt. North Staffs Regt.	773
Akaran, Auckland	772
Sydney, N.S.W.	772
Malay States Volunteer Rifles	770
Portsmouth, Hants	769
Transvaal School Cadets	767
Royal Gunseer, M.L.A.	766
Mount Lyell, Tasmania	764
Mildura, Victoria	764
Colchester, Essex	764
Panhalong, Rhodesia	763
Sheffield, Yorkshire	763
Ipawich Railway, Queensland	763
Grafham, N.S.W.	762
Bombala, N.S.W.	762
Bloomfontein, Orange River Colony	761
Stock Exchange, London	761
Ibis, London	761
Borough of Lewisham, Kent	760
East Torrens, S. Australia	760
Milton, N.S.W.	760
Southern Rhodesia Vol.	760
Menzies, W. Australia	759
Grahamstown, Cape Colony	758
Kaffrarian Rifles, Cape Colony	757
Cassillis, Victoria	757
Sydney, Nova Scotia	756
Transvaal Cycle and Motor Corps Regt.	756
Billingdon, Somerset	756
Bradfield College, Berks	755
Felixstowe, Suffolk	755
5th Devon Regiment, Devonshire	755
Kaponga, New Zealand	754
Cairo, Queensland	754
Central South Africa Railway	753
Neath and District, Wales	753
Peoria, N.S.W.	753
Exonia, Devonshire	753
Albury, N.S.W.	753
Port Elizabeth Town Guard	753
St. Kilda, Victoria	753
Matlock and District	753
Nigiri Volunteer Rifles, India	750
Framantle District	750
Bealiba, Victoria	750
Mulgrave, Queensland	740
Royal Canadian Engineers, Nova Scotia	740
Cyclists, S. Australia	740
Durban, Natal	740
Metropolitan, Tasmania	740
6th Regiment, Nova Scotia	740
Ovens Valley, Victoria	744
63rd Regiment, Halifax Rifles	744
Buoiyong, Victoria	743
Barbados, British West Indies	742
Ayton, Perthshire	742
Truro, Nova Scotia	741
Byron Bay, N. S. W.	741
Simla Volunteer Rifles	740
Midland Railway, Derbyshire	740
Kolar, Goldfields Volunteers, India	739
Taiko, Hongkong	739
1st Regt. Artillery, Nova Scotia	738
Banbury, Leicestershire	738
Leiston Patriotic Miniature, Suffolk	738
5th Batt. East Surrey Regt., Surrey	737
Dunblin, N. S. W.	735
5th Regt. Canadian Artillery, British Columbia	735
Cape Town Highlanders	735
Redcar, Yorkshire	735
Berkshire County, Berks	733
Dorking Surrey	733
Eastbourne, Sussex	733
Suva, Fiji	731
3rd Regt. Victoria Rifles of Canada, Quebec	730
Duke of Edinburgh's Own Volunteers, Cape Colony	729
Bascockburn, New Zealand	728
Frimley, Yorktown, Camberley and District	728
Pennang, Straits Settlements	727

NEW SPECIES OF MOSQUITO.

Public exultation will hardly greet the completion of a year's researches on the part of Mr. F. Theobald, of the Indian Museum, which, says the *Pioneer*, have resulted in the discovery of the types of twenty-three new species of mosquito, among which are those of four new genera. Simultaneous ill-timed labours on the part of other expert entomologists have effected the acquisition of seven Indian specimens of the allied blood-sucking *Phlebotomus*, which, no numerous, alas! is now the Indian Museum's collection of Indian blood-sucking *Phlebotomus* is in a state of decay, and a report by Mr. E. Theobald, which is now in the hands of the Government, is being prepared.

COMMERCIAL.

July 2nd, 1.00 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.,—

Allagars	7 1/2
Anglo-Java	11 1/2
Anglo-Malaya	29 1/2
Balgownie	19
Bertams	—
Bukit Kajangs (pp.)	—
Bukit Rajahs	—
Caray United	27 1/2 prem.
Castlefield	125 1/2
Changkat Serdangs	—
Cheras	30
Damansaras	167 1/2
Easton International	30 prem.
Fed. Selangors	—
Glenagly	—
Glenblythe	—
Golconda	132 1/2
Golden Hope	—
Highlands and Lowlands	137 1/2
Indragiri	30
Inch Kenneths	—
Jequies	—
Jonglandais	—
Kamunings	85 1/2 prem.
Kuala Lumpur	195 1/2
Landroons (fully paid)	—
Landroons (ppd.)	—
Labus	—
Ledabays	90 1/2
Linggis	61 1/2
London Asiatic	16 1/2
London Ventures	17 1/2
Merlimaus	—
Pajamas	518
Pegohs	543
Rubber Trusts	26 prem.
Saggas	330 1/2
Sandycrofts	340
Sapong	—
Senfields	—
Sekong	35 1/2 prem.
Shelfords	77 1/2
Singapore & Johore	320
Sumatra Paras	13 1/2
Sungei Chohs	152 1/2
Sungei Kapars	18 1/2
Tanjong	55 1/2 prem.
Tanpakhs	25 1/2 prem.
Teoraple	5 1/2 prem. nom.
Ulu Rantau	—
United Serdangs	134 1/2
United Singapore	52
United Sumatras	17 1/2
United Langkats	—
Para Rubber	10 1/2 per lb.

THE AYER MOLEK RUBBER CO., LTD.
The following crops are notified:—March 1, 1910, 1,632 lbs., and May 1, 1882 lbs.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on 1st inst.—The tone of the market has been generally weaker, no doubt due to the heavy settlement just concluded both here and in Shanghai; but as we close a better feeling prevails in most stocks.

Rubbers.—We have had a steady week in spite of a continued weeding out of weak holders. We learn by cable that good prices were obtained at the Mining Lane Auctions held on 30th ult., and Para Fine Hard is still quoted 10 1/2 per lb.

Banks.—Hongkong and Shanghai Banks have remained very steady throughout the week and are still quoted at \$95 and in London at £89 10s. There are buyers of Nationals at 75.

Marine Insurances.—Cantoners are unchanged and might be had at \$77 1/2. Unions have been dealt in at \$110. North China are inquired for at 115 and Yangtzes at \$100.

Fire Insurances.—China Fires are top same with small buyers at \$124. Hongkong Fires have been sold at \$350 and more shares are wanted.

Shipping.—Hongkong, Canton and Macao Steamboats continue in good demand and after sales at \$3 1/2, \$3 1/4 and \$3 1/2 are now obtainable at the latter price. The demand for Indo China has eased off for the time being. The fact of their being no dividend declared for last year is no doubt a disappointment. The stock is still quoted at \$66 but shares could probably be had cheaper. The sterling price has also weakened, the Preference shares being now quoted at 2 1/2 and the Ordinary at 1 1/2. The General Managers report that they have received the following information from home:—That after writing off £15,564 for depreciation the sum of £7,537 is carried forward. This is after withdrawing £10,000 from the underwriting account, which now stands at £15,100. Douglas Steamships have dropped back to \$3 1/2 and China Manils are obtainable at \$7. Shell Transports have again been largely dealt in and close firm at 102 1/2 ex the dividend of 3/6 payable in London on the 5th inst.

Refineries.—There has been a little profit taking in China Sugars but very few shares have come on the market. The market closes strong at \$168 and higher prices are looked for in the near future. No business in Luxons has come to our notice; they are still on offer at \$16.

Mining.—Sales of Rubbs are reported at \$7 and \$7 1/2 but there are no shares now offering under \$7 1/2. The result of last month's operations is as follows:—Out of 3,979 tons stone crushed 1,465 ounces of gold has been obtained. Chinese Engineering and Mining "Co." are unchanged at 115. Headwaters continue in demand at par.

Docks, Wharves and Godowns.—There has been some heavy selling of Hongkong and Whampoa Docks and shares have been paid with as low as \$50 but at this price there are plenty of buyers. Shanghai Docks are steady at 77 1/2. Kowloon Wharves have been bid at \$7 1/2. Shanghai and Kowloon Wharves are unchanged at 77 1/2.

Land, Hotels and Buildings.—Hongkong Land is firm with buyers at par. Kowloon Land has further advanced to \$33. Shanghai Land has also improved and can be placed at 115.100. Humphreys Estates remain on offer at \$8 1/2. Hongkong Hotels are also unchanged at \$107 for the old and \$53 for the new shares.

Cotton Mills.—No information having been received by wire, the following quotations are according to latest mail advices:—Lau Kung Mow Tis 70, Internationals Tis. 60, and Soy Chees Tis. 240. Hongkong Cottons are still on the market at \$6—buyers only offering \$5.

Miscellaneous.—Green Islands may still be had to a small extent at \$7. China Providents have found buyers at \$8 1/2. Hongkong Electric have been in good demand and a fair business has resulted at \$102 and \$20, the market closing with more sellers at the latter price. China Lights are still weak and can be had at \$1 1/2. Ropes are asked for at \$20, but here are no shares offering at this figure. Dairy Farms are inquired for at \$16. Watsons have been the medium of a fair business at \$7 and \$6 1/2. South China Morning Posts have buyers slightly over their par value. Langkats are quoted at 115.120.

Rubbers.—In Singapore Stocks:—Singapore and Johore have been dealt in to a small extent round about \$8 1/2 ex the dividend of 25 per cent. payable on 30th June. A small demand has set in for Pegohs and Palams at \$13 and \$17 respectively, the former having declared a dividend of 75 cents and the latter 25 cents per share, both payable on 15th July, on which date the books will be closed. Sandycrofts are on offer at \$30 with small buyers about \$38. Balgownie remain dull at \$30 nominal. In Sterling Stocks:—Serdangs are reported as sold at £6.12s 6d., Tandjong Malins at 16 1/2 prem., Allagars at 6 1/2, Sekongs at 33 1/2 prem., Anglo-Malays at 26 1/2, Linggis at 60 1/2, Rubber Trusts at 48 1/2 prem., Batu Tigas at 110 1/2.

Exchange.—The Bank's drawing rate on London is 1/8 7/16 on demand and the T.T. rate on Shanghai is 7 1/2.

LONDON RUBBER.

MARKET MORE FIRM AND BETTER DEMAND.

London, June 25.
The rubber market in London is more firm now, there is a better demand for all qualities. Plantation is selling well, but the prices average about eight pence below those given at the last auction, when sheet sold at 8/6 to 9/3, and crepe from 8/0 to 9/8.

Five hard para is quoted 9/8 to 10/1 compared with 9/10 and 10/2 at the auction.

News of the Antwerp sales just to hand says that about 279 tons of Congo rubber was offered, and the prices showed a slight advance.

Kuala Lumpur, June 25.
The Planters' Stores and Agency have received a London cable stating that five hard Para is at 10s.—*Straits Times*.

THE WEATHER.

On the 2nd at 12.05 p.m.—The barometer has risen generally, except over N. China and the Philippines.

The Pacific high pressure extends from the Bonins towards S. Japan and the Loochoos, while low pressure covers the continent between Tongking and the Yangtze Valley.

Moderate to fresh S.E. winds may be expected in the Formosa Channel and over the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.70 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S.E. winds, moderate or fresh; showery.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamook, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

WHERE does all the money come from? That we imagine to be the problem of the day, says the *Westminster Gazette* in a recent issue, writing of the stream of new companies—rubber, oil and others—which are daily advertised in the press. Yesterday the promoters of companies asked the public for nearly six millions of capital. To-day they are seeking more. The remarkable tale of this week promises to be repeated in the coming seven days. No enterprise seems to appeal in vain. The most shadowy promise of profits draws untold gold from the hidden stores somewhere.

THE Manila *Columbian* of 28th ult. says:—Albert S. Falconer committed suicide yesterday morning on board the steamship *Tian*. No cause for the deed has yet been assigned but it is generally believed to have been the result of long sickness, he having been afflicted with amoebic dysentery for several months past. In his official capacity of boarding officer in the inspector's division of the custom house, he boarded the *Tian* yesterday morning. At some time during the early morning, between half past eight and nine o'clock he cut both wrists with a three inch blade of an ordinary pocket knife and stabbed himself with some instrument. He was found about ten o'clock. The doctor and the police were notified, and a doctor of the bureau of health sent for. Dr. McKesson of the quarantine service being out in the quarantine service being out in the bay. Dr. McKesson of the bay. Dr. Newbome hastened to the ship side but the quarantine doctor had reached the ship by the meantime. After an examination of the body it was removed to the Malacca morgue. Albert S. Falconer was a native of Mississippi and a brother of Bolivar L. Falconer, director of the bureau of civil service. He was about 27 years of age and had been in the Philippine service since October 26, 1901.

Events Coming.

Monday, 4th July.
Hongkong Ice Co. extraordinary meeting.

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Hongkong Ice Co. extraordinary meeting.

To-day's Advertisements.

BOXING!

CITY HALL TO-NIGHT (SATURDAY), July 2.

MAIN EVENT: 20 ROUNDS.

Sergt. PIGGOTT v. Battling WILCOTT.

10-ROUND CONTEST: Gunner ARUNDEL v. EDDIE BURNS (Chicago).

8-ROUND CONTEST: Lance-Corpl. HARRIS v. Gunner BEDBROOK.

6-ROUND CONTEST: E. COYNE (N.Y.) v. Drummer BOUCHIER.

Referee: J. DEMPSEY.

Commence 9.15 P.M. prompt.

Prices: \$3, \$1, \$1, and Ring-side Seats \$1.

Booking at Robinson's H. LEVITT, Promoter.

Hongkong, 2nd July, 1910.

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamer "DELHI."

Captain G. W. Gordon, R.M.S., will leave for SHANGHAI on THURSDAY, the 7th July, at 7 A.M.

For Freight or Passage, apply to E. A. HEWETT, Superintendent.

Hongkong, 2nd July, 1910.

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to FORT SAID, SUEZ, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship "CAPRI."

Captain Moretto, will be despatched as above on TUESDAY, the 12th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 2nd July, 1910.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "JAVA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 7th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 1st July, 1910.

THE CONNOISSEURS' CHOICE.

"Boar's Head" Brand Guinness' Stout.

J. B. HALL & CO.

MADE IN ENGLAND.

THE BOAR'S HEAD BRAND OF GUINNESS STOUT.

"Boar's Head" Brand is admittedly the best Brand of Guinness' Stout on the Market.

Unexcelled in quality and condition.

SOLE AGENTS.

H. PRICE AND COMPANY, LTD.

12, Queen's Road, Central.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, at DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.

(Subject to alteration.)

Connecting with Royal Mail Steamships.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 13TH.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as equal to the finest of the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe; also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application from agents.

Through Passengers are allowed stop-over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. H. ADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI, KOBE & MOJI	"NAMSANG"	MONDAY, 4th July, Noon.
MANILA	"YUENSANG"	MONDAY, 4th July, 4 P.M.
SHANGHAI via SWATOW	"CHOYANG"	TUESDAY, 5th July, Noon.
TIENSIN via SWATOW, WEI	"CHEONGSHING"	TUESDAY, 5th July, Noon.
HAIWEI & CHEFOO		
SINGAPORE, PENANG & GALUTTA	"FOOKSANG"	WEDNESDAY, 6th July, Noon.
MANILA	"LOONGSANG"	FRIDAY, 8th July, 4 P.M.

RETURN TOURS TO JAPAN (Occupying 14 Days).

The steamers *Kaituma*, *Namsang* and *Fookshing* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steepers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantze River, Guefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.

Telephone No. 215.

Hongkong, 1st July, 1910.

General Managers.

(8)

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SAIGON	"TIENSIN"	
SHANGHAI	"ANHUI"	3rd July, Daylight.
AMOI, OBU, and ILOILO	"KAIPOING"	4th " " Noon.
HAIPOING	"CHILIT"	5th " " 10 A.M.
MANILA	"TEAN"	5th " " 3 P.M.
SAMARANG & SOUBAYAN	"SHANTUNG"	6th " " 4 P.M.
CHIEFOO & TIENSIN	"XINJIAOW"	7th " " 4 P.M.
SHANGHAI	"CHANGHAI"	7th " " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGHAI"	27th " " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA, TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Chongqing, Lintan, Chinan*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yantze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

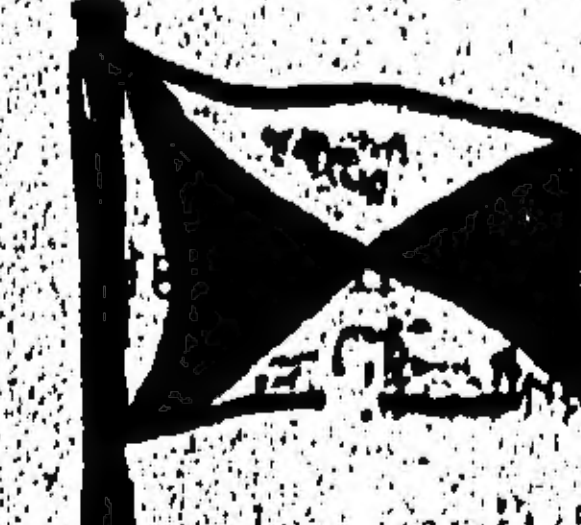
Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

(9)



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captain	For	Sailing Dates
CAIRO	2,500	R. Rogers	MANILA	SATURDAY, 9th July, at Noon.
ROBIN	2,500	A. Fraser	MANILA	SATURDAY, 16th July, at Noon.

For Freight or Passage, apply to

SHAW, WATSON & CO.

General Managers.

Hongkong, 1st July, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo, on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tonnage	Leaves
TACOMA, KEELUNG, MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 13th July, at Noon.
TACOMA, KEELUNG, MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 10th Aug., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TASMU, SWATOW & AMOI.	"DAIGI MARU" Capt. H. Mutsuyama	SUNDAY, 3rd July, at 10 A.M.
Do.	"DAIJIN MARU" Capt. Y. Katsuragi	SUNDAY, 10th July, at 10 A.M.
ANPING via SWATOW and AMOI.	"JOSEPH MARU" Capt. Y. Yamamoto	WEDNESDAY, 6th July, at 10 A.M.
SHANGHAI via SWATOW, AMOI AND FOCHOW	"BOJUN MARU" Capt. Y. Fushino	THURSDAY, 14th July, at 10 A.M.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BOJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 2nd July, 1910.

T. ARIMA, Manager.

(6)

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP—Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	AKI MARU, Capt. K. Homma, Tons 7000 MISHIMA MARU, Capt. A. E. Moses, Tons 9000 KAGA MARU, Capt. M. Hagino, Tons 7000	WEDNESDAY, 6th July, at Daylight. WEDNESDAY, 20th July, at Daylight. WEDNESDAY, 3rd Aug., at Daylight.
VICTORIA, B.C., & SEATTLE	SADO MARU, Capt. S. Hirotsu, Tons 7000	SATURDAY, 16th July, From KOBE.
VICTORIA, B.C., & SEATTLE, KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	INABA MARU, Capt. K. Kawa, Tons 7000 TAMBA MARU, Capt. K. Sato, Tons 7000	TUESDAY, 19th July, at 4 P.M. TUESDAY, 16th Aug., at 4 P.M.
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sekine, Tons 5000 NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 8th July, at Noon. FRIDAY, 5th August, Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO	HAZATA MARU, Capt. A. Mochizuki, Tons 7000	TUESDAY, 12th July.
SHANGHAI, MOJI & KOBE	WAKASAKI MARU, Capt. N. Nelson, Tons 7000	WEDNESDAY, 6th July.
KOBE AND YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson, Tons 6000	THURSDAY, 7th July, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 6th July, at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd " "	\$80	\$70	\$60	\$50

With option of rail between calling ports for Japan.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers. Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

T. KUDOMOTO

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, ORYON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PRASIAN GULF, CONTINENTAL, AMERICAL and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA"

Captain B. W. H. Snow, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 9th July, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mitodonia*, 20,522 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

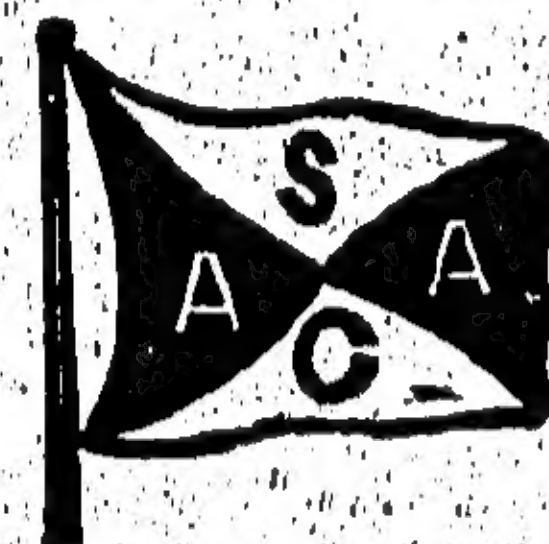
Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Colindale*, due in London on 21st August, 1910. * Parcels will be received at this Office until 4 P.M. the day before sailing. The Owners and Value of all Packages are required. For further Particulars, apply to

R. A. HEWITT,

Superintendent.

Hongkong, 27th June, 1910.

HONGKONG-BOSTON AND NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

"INDRASAKHA"

on TUESDAY, 5th July, at 5 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 1st July, 1910.

(454)

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, VANCOUVER, B.C., TACOMA AND SEATTLE

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tonnage	Captain	Overabout
Kameria	6,232	G. B. McGill	19th July
Ayscough	4,303	J. Boyd	26th July
Sumaria	6,232	S. S. Cowley	2nd Aug.
Oriana	6,232	F. W. Davies	9th Sept.
Kameria	6,232	G. B. McGill	26th Oct.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

LOD NELL & CO., LIMITED.

General Agents.

Queen's Buildings.

Hongkong, 29th June, 1910.

(41)

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM"

Captain S. John George, will be despatched at above on WEDNESDAY, the 20th July, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which secures the supply of Fresh Provisions, ice, &c., throughout the voyage.

The Steamer is fitted throughout with the Electric Light.

A Steadiness and a fully qualified Surgeon are carried.

N.B.—To ensure the additional comfort and security of the Steamer, the electric fan fitted in the saloon is carried.

For Freight or Passage, apply to

CLARK & GUNTERSON

General Agents.

Hongkong, 29th June, 1910.

(46)

Shipping—Steamer.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WYNERIC"

will be despatched for the above Ports on WEDNESDAY, the 15th July, 1910.

For Freight, apply to

ARNHOLD, KARBURG & CO.,

General Agents.

Hongkong, 20th June, 1910.

(46)

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"FEMBROKESHIRE"

Captain Hayes, will be despatched at above about 15th July.

This steamer has superior accommodation for first class passengers at cheap rates, being fitted throughout with Electric Light and Electric Fans in State Rooms and Saloon.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.

Agents.

Hongkong, 10th June, 1910.

(45)

Consignee.

FROM EUROPE.

THE H. A. L. Steamship

"MECKLENBURG"

Captain Malchow, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox., will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th prox., at 5 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS CARGO:—
Ex s.s. *Sowich* from Suez.
Ex s.s. *Holar* from Copenhagen.
Ex s.s. *Garmia* & *Hamborg* from Gdansk.
Ex s.s. *Sophia Wernis* from Rostock.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 29th June, 1910.

(46)

ROBBER ESTATE RETURNS.

	April	May	Total
Allagar	2,400	3,400	5,800
Alor Pongu	1,150	1,870	3,020
Alor	600	600	1,200
Anglo Malay	48,859	47,953	96,812
Ayer Kuning	373	—	373
Balagwale	8,773	7,778	16,551
Banting	1,381	1,716	3,097
Batu Gaves	10,952	12,256	23,208
Batu Tiga	6,123	6,622	12,745
Bertan	10,000	—	10,000
Beruar	5,761	8,941	14,702
Bikam	—	785	785
Bukit Kajang	3,351	3,854	7,205
Bukit Rajah	30,660	—	30,660
Bukit Lintang	3,000	3,320	6,320
Caray Dated	7,700	12,000	19,700
Castlefield	2,700	3,030	5,730
Changkat Serdang	3,003	3,003	6,006
Changkat Selak	—	901	901
Cicely	9,450	—	9,450
Consolidated Malay	21,855	—	21,855
Caledonia	—	17,687	17,687
Damansara	15,347	—	15,347
Edinburgh	5,609	6,400	12,009
Federated (S'gor)	8,595	—	8,595
F.M.S. Rubber	29,350	31,870	61,220
Gedong	—	13,500	13,500
Glenally	2,045	1,621	3,666
Glenahill	3,316	3,170	6,486
Glen Hope	6,836	5,877	12,713
Golconda	11,801	—	11,801
Harpender	6,485	—	6,485
Heavwood	—	927	927
High & Lowlands	42,025	38,648	80,673
Jack Kenneth	12,645	14,428	27,073
Jagru	7,170	9,672	16,842
Jeong	16,870	18,500	35,370
Kapar Para	10,611	—	10,611
Kempsey	6,293	7,171	13,464
Kempsey	2,043	—	2,043
Kepong	2,425	2,750	5,175
Kota Tinggi	—	584	584
Kuala Klang	1,750	—	1,750
Kuan Rub. Est.	2,410	—	2,410
Kuala Lumpur	38,600	38,500	77,100
Laba	12,170	17,185	29,355
Landron	10,808	37,478	48,286
Ledbury	8,334	9,609	17,943
Linggi	60,100	62,500	122,600
London Asiatic	5,774	12,556	18,330
Malacca Plant	24,000	21,000	45,000
Merton	1,788	1,676	3,464
North Hummock	4,559	5,189	9,748
Nova Scotia	—	8,470	8,470
Pajam	3,500	2,400	5,900
Pataling	25,144	27,057	52,201
Pegoh	3,400	3,261	6,661
Perak Plant	6,078	—	6,078
Port Dickson	—	2,258	2,258
Rembia	975	671	1,646
Riba Rubber	4,396	5,633	10,029
Rubana	—	10,000	10,000
Rataul	1,112	1,490	2,602
River Growers Assn.	3,043	2,404	5,447
Sengat	5,593	6,005	11,598
Selaba	5,025	5,785	10,810
Sungai Choh	3,000	3,930	6,930
Sungai Kapar	14,300	—	14,300
Sandycroft	5,000	5,395	10,395
Seaford	15,130	14,374	29,504
Selangor	14,895	—	14,895
Seremban	31,445	37,516	68,961
Semawang	4,395	6,000	10,395
Shelford	5,800	—	5,800
Spore & Johore	5,150	10,056	15,206
Singapore Para	5,100	4,950	10,050
Straits Rubber	30,000	21,950	51,950
Sungai Selak	2,435	3,103	5,538
Telok Anson	—	620	620
Tell Ayer	—	11,300	11,300
Trafalgar	970	260	1,230
Troong	—	5,160	5,160
United Singapore	1,100	1,420	2,520
Vallambrosa	30,000	—	30,000

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London-Bank T.T. 100 demand 119 7/16
Do 4 months sight 119 9/16
France-Bank T.T. 100 demand 22 1/2
America-Bank T.T. 100 demand 43 1/2
Germany-Bank T.T. 100 demand 113 1/2
India T.T. demand 113 1/2
Do demand 113 1/2
Shanghai-Bank T.T. 100 demand 74 1/2
Singapore-Bank T.T. per H.K. \$100 74 1/2
Japan-Bank T.T. 100 demand 87 1/2
Java-Bank T.T. 100 demand 106 1/2

Buying.

4 months sight L/C 119 1/16
6 months sight L/C 119 1/16
30 days sight San Francisco & New York 44 1/2
4 months sight do 45 1/2
30 days sight Sydney & Melbourne 119 1/16
4 months sight France 22 1/2
6 months sight do 22 1/2
4 months sight Germany 43 1/2
4 months sight Japan 87 1/2
Bank of England rate 2 1/2 %
Sovereigns 111 1/2

DOCK RETURNS.

HONGKONG AND WHARF DOCKS.

Splendid at Kowloon Dock.
Zulu at Kowloon Dock.
Sui Chong at Kowloon Dock.
Gloria at Kowloon Dock.
Sara Bander at Kowloon Dock.
H.M.S. Whiting at Kowloon Dock.
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SHIPPING AND MAELS.

MAILS DUE.	MAILS DUE.
Indian (Kunming) 3rd inst.	Indian (Kunming) 3rd inst.
American (Korea) 4th inst. 4 p.m.	American (Korea) 4th inst. 4 p.m.
French (Ernst Simon) 4th inst.	French (Ernst Simon) 4th inst.
English (Dith) 6th inst. 7 a.m.	English (Dith) 6th inst. 7 a.m.
Canadian (Empress of India) 7th inst.	Canadian (Empress of India) 7th inst.
American (Nippon Maru) 19th inst.	American (Nippon Maru) 19th inst.
American (Siberia) 19th inst.	American (Siberia) 19th inst.

Shipping.

The S.S. *Rubi* left Manila on 1st inst., and is due here on 4th inst. at daylight.

The H.A.L. S.S. *Westphalia* left Telong on 1st inst., and may be expected here on 4th inst.

The N.G. S.S. *Capri* left Singapore for this port yesterday, and may be expected here on 7th inst.

The F.O.S.N. Co.'s S.S. *Dith* left Singapore for this port on 1st inst., at 6.30 p.m., with the outward English Mails, and is due here on 6th inst. at 7 a.m.

The C.P.R. Co.'s S.S. *Empress of India* arrived at Nagasaki at 6.30 a.m. on 2nd inst., and leaves again at 6 p.m., named for Shanghai, where she is due to arrive at 11 p.m., on 3rd inst.

Shipping.

Hoog Mob, Br. s.s. 2,555, R. S. Bainbridge, 1st July—Singapore 25th June Gen.—Ordet.

Chihli, Br. s.s. 1,141, Lindbergh, 1st July—Halpohg 19th June Gen.—H. & S.

Tijlwoog, Dutch s.s. 2,031, A. Pander, 1st July—Singapore 25th June Gen.—J. C. J. L.

Haiching, Br. s.s. 1,567, Passmore, 2nd July—Coast Ports 1st July Gen.—D. L. & Co.

Obolsing, Ger. s.s. 1,021, Brub, 2nd July—Bangkok 1st June and Halpohg 1st July Gen.—B. & S.

Soltau, Nor. s.s. 8,717, H. Nollgen, 2nd July—Manila 25th June Ballast—A. T. & Co.

Chihua, Br. s.s. 1,135, Harris, 2nd July—Canton 1st July Gen.—J. & S.

Clearances at the Harbour Office.

Pharos, for Sourabaya.

Chongking, for Canton.

Derwent, for Saigon.

Kuanlong, for Shanghai.

Michelin, for Kobe.

Chanchow, for Canton.

Tienlin, for Saigon.

C. A. Pear, for Calcutta.

Hainan, for Foochow.

Malhida, for Halpohg.

Sichuan, for Saigon.

Gloria, for Swatow.

Jan, for Shanghai.

Gloria, for Saigon.

Gloria, for Saigon.

Gloria, for Saigon.

Gloria, for Saigon.

Gloria, for Saigon.

Gloria, for Saigon.

Gloria, for Saigon.

Gloria, for Saigon.

Keong Wah, Ger. s.s. 1,115, J. Kohler, 25th June—Bangkok via Halpohg 1st June.	Keong Wah, Ger. s.s. 1,115, J. Kohler, 25th June—Bangkok via Halpohg 1st June.
Rice—B. & S.	Rice—B. & S.
Korat Ger. s.s. 1,223, W. Schmidt, 30th June—Bangkok 2nd June Rice—Order.	Korat Ger. s.s. 1,223, W. Schmidt, 30th June—Bangkok 2nd June Rice—Order.
Kamatic, Br. s.s. 4,001, J. Mathie, 2nd June—Manila 1st June Ballast—D. & Co. Ld.	Kamatic, Br. s.s. 4,001, J. Mathie, 2nd June—Manila 1st June Ballast—D. & Co. Ld.
Macbow, Ger. s.s. 908, O. Wolff, 27th June—Bangkok 18th June and Kohachang 21st June—B. & S.	Macbow, Ger. s.s. 908, O. Wolff, 27th June—Bangkok 18th June and Kohachang 21st June—B. & S.
Mongolia, Am. s.s. 8,750, E. P. Kitt, 16th June—San Francisco 14th May Gen.—G. J. Halton.	Mongolia, Am. s.s. 8,750, E. P. Kitt, 16th June—San Francisco 14th May Gen.—G. J. Halton.
Nam Sang, Br. s.s. 1,550, P. M. B. Luke, 25th June—Calcutta 12th June Penang and Singapore 2nd June—J. M. & Co.	Nam Sang, Br. s.s. 1,550, P. M. B. Luke, 25th June—Calcutta 12th June Penang and Singapore 2nd June—J. M. & Co.
Petchaburi, Ger. s.s. 1,173, O. Gosewich, 1st July—Bangkok and Swatow 30th June—B. & S.	Petchaburi, Ger. s.s. 1,173, O. Gosewich, 1st July—Bangkok and Swatow 30th June—B. & S.
Pham, Br. s.s. 1,056, J. H. Scott, 1st July—Saigon 26th June Rice Gen.—Wo Fat Sing.	Pham, Br. s.s. 1,056, J. H. Scott, 1st July—Saigon 26th June Rice Gen.—Wo Fat Sing.
Pittanook, Ger. s.s. 1,267, D. Reimer, 27th June—Bangkok 21st June Rice and Timber—B. & S.	Pittanook, Ger. s.s. 1,267, D. Reimer, 27th June—Bangkok 21st June Rice and Timber—B. & S.
Sella, Nor. s.s. 1,787, Olap Lie, 25th June—Portland, Or. 5th May Gen.—P. & A. S. S. Co.	Sella, Nor. s.s. 1,787, Olap Lie, 25th June—Portland, Or. 5th May Gen.—P. & A. S. S. Co.
Sul Sang, Br. s.s. 1,760, M. Picknell, 27th June—Ching-wan-tau 20th June Coal—J. M. & Co.	Sul Sang, Br. s.s. 1,760, M. Picknell, 27th June—Ching-wan-tau 20th June Coal—J. M. & Co.
Teau, Br. s.s. 1,346, A. W. Outerbridge, 1st July—Manila 28th June Gen.—B. & S.	Teau, Br. s.s. 1,346, A. W. Outerbridge, 1st July—Manila 28th June Gen.—B. & S.
Telemachus, Br. s.s. 1,340, Edwards, 21st June—Saigon 17th June Rice—Wo Fat Sing.	Telemachus, Br. s.s. 1,340, Edwards, 21st June—Saigon 17th June Rice—Wo Fat Sing.
Tonyo Maru, Jan. s.s. 7,205, E. Ben, 25th June—San Francisco 31st May Gen.—T. K. K.	Tonyo Maru, Jan. s.s. 7,205, E. Ben, 25th June—San Francisco 31st May Gen.—T. K. K.
Tymoric, Br. s.s. 2,150, Robt. McIlwaine, 25th June—Newcastle, N.S.W. 3rd June Coal—Capt. J. McBride.	Tymoric, Br. s.s. 2,150, Robt. McIlwaine, 25th June—Newcastle, N.S.W. 3rd June Coal—Capt. J. McBride.
Veisfeld, Nor. s.s. 1,172, Berleson, 25th June—Penang 18th June Ballast—A. T. & Co.	Veisfeld, Nor. s.s. 1,172, Berleson, 25th June—Penang 18th June Ballast—A. T. & Co.
Volute, Br. s.s. 1,000, H. Jackson, 16th June—Singapore and Teran 19th June Petroleum—A. P. & Co.	Volute, Br. s.s. 1,000, H. Jackson, 16th June—Singapore and Teran 19th June Petroleum—A. P. & Co.
Wing Sang, Br. s.s. 1,425, P. Martin, 1st July—Saigon 26th June Rice—J. M. & Co.	Wing Sang, Br. s.s. 1,425, P. Martin, 1st July—Saigon 26th June Rice—J. M. & Co.
Yuen Sang, Br. s.s. 1,128, P. H. Rolfe, 27th June—Manila 25th June Gen.—J. M. & Co.	Yuen Sang, Br. s.s. 1,128, P. H. Rolfe, 27th June—Manila 25th June Gen.—J. M. & Co.
Zafro, Br. s.s. 1,518, R. Rodger, 27th June—Manila 24th June Hemp, Sugar and Gen.—S. T. & Co.	Zafro, Br. s.s. 1,518, R. Rodger, 27th June—Manila 24th June Hemp, Sugar and Gen.—S. T. & Co.

SAILING VESSEL.

Arrow, Br. 4-masted barque, 2,971, McIvor 20th May—Anjer 8th April, Oil—Standard Oil & Co.

Post Office.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

Mails from Europe via Siberia—

Date of Despatch Date due in Vessel.

SHARE QUOTATIONS

Supplied by Messrs. E. S. KAPOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	ATTACHED BY THE CLOSING QUOTATIONS.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$1,100,000 \$400,000 }	\$2,025,088	{ 2 1/2% for half year ending 31.12.09 @ 2% 1/2% = \$15.15 }	41 1/2 { 50 1/2 28 1/2 }
National Bank of China, Limited	99,000	47	46	{ \$4,000,000 \$1,000,000 \$3,000,000 }	\$5,055.4	\$4 (London 2/6) for 1909	76 buyers
MARINE INSURANCES.							
Ganton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$154,185 \$1,345,815 }	none	\$10 for 1908	6 1/2 17 1/2 sellers
North China Insurance Company, Limited	10,000	15	15	{ Tls. 225,000 Tls. 115,250 Tls. 109,750 }	Tls. 207,573	Final of 7/6 making 25/- for 1908	5 1/2 Tls. 215
Union Insurance Society of Canton, Limited	12,000	\$250	\$100	{ \$1,000,000 \$109,825 \$890,175 }	\$127,984	{ Final of \$20 per share, making in all \$40 per share for 1908 and an interim divid- end of \$30 per share for 1909 }	6 1/2 38 1/2
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$109,825 \$890,175 }	\$707,537	\$12 for 1908 and interim of \$3 for 1909	7 1/2 \$100
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$50,000 \$950,000 }	\$435,106	\$6 and bonus \$2 for 1908	7 1/2 \$114
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,500,000 \$154,185 \$1,345,815 }	\$425,248	\$27 for 1908	8 1/2 \$352 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$750,000 \$180,000 \$570,000 }	Dr. \$6,777	\$4 1/2 for 1906	57 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,000,000 \$100,000 \$900,000 }	nil	2 1/2 for year ending 30.6.1908	53 1/2 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,200,000 \$102,500 \$1,097,500 }	\$121,766	Final of \$1 1/2 for account 1910	8 1/2 \$52 1/2 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	{ \$1,800,000 \$180,000 \$1,620,000 }	\$115,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = 55.154 }	566
Do. (Deferred)	60,000	45	45	{ \$1,800,000 \$180,000 \$1,620,000 }	none	3rd in. of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5 1/2 102 1/2
"Shell" Transport and Trading Company, Limited	2,000,000	1	1	{ \$2,000,000 \$200,000 \$1,800,000 }	\$193,994	{ A dividend of 7 1/2% for yr. ending 30.4. 1910 A bonus of 5 1/2% }	4 1/2 \$24 1/2 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$1,000,000 \$100,000 \$900,000 }	\$1,150		31 1/2 \$14 sellers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$2,000,000 \$200,000 \$1,800,000 }	Dr. \$8,000	\$10 per share for 1909	5 1/2 \$168
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$700,000 \$70,000 \$630,000 }	Dr. \$115,592	\$5 for 1897	56 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 1,000,000 Tls. 100,000 Tls. 900,000 }	Tls. 6,202	Tls. 10 for year ending 31.3.09	Tls. 82 1/2 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	{ \$1,000,000 \$100,000 \$900,000 }	\$1,435	Final of 1/6 making 3/- for 1909	9 1/2 Tls. 17 1/2
Headwaters Mining Company	60,000	18 1/2	18 1/2	{ \$1,080,000 \$108,000 \$972,000 }	none	First year	Pa. 15
Raub Australian Gold Mining Company, Limited	150,000	1	1	{ \$1,500,000 \$150,000 \$1,350,000 }	\$4,178	\$1 per share 13th dividend	5 1/2 \$7 1/2 and in.
Oriental Consolidated Mining Co., Ltd.	500,000	G 50	G 50	{ \$5,000,000 \$500,000 \$4,500,000 }	none	Final of Gold \$0.05 for 1909 in all G \$1.15	41/-
DOCKS, WHARVES & GODOWNS.							
Feuwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$450,000 \$45,000 \$405,000 }	Dr. \$8,460	\$1.75 for year ending 31.12.06	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	{ \$3,300,000 \$330,000 \$2,970,000 }	\$264,847	\$2 1/2 for 1909	41 1/2 \$56 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$2,500,000 \$250,000 \$2,250,000 }	\$124,765	Interim of \$1 1/2 for account 1909	57 1/2 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 5,570,000 Tls. 557,000 Tls. 5,013,000 }	Tls. 6,267	Interim of Tls. 2 1/2 for 1910	6 1/2 Tls. 76
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 3,600,000 Tls. 360,000 Tls. 3,240,000 }	Tls. 9,222	Final of Tls. 4 for 1909	7 1/2 Tls. 118
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 2,500,000 Tls. 250,000 Tls. 2,250,000 }	Tls. 4,314	Tls. 6 for year ending 31.3.09	5 1/2 Tls. 102 sellers
Central Stores, Limited	10,000	\$15	\$15	{ \$150,000 \$15,000 \$135,000 }	\$24,641	\$1.20 on old and 50 cents on first new issue	6 1/2 \$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$600,000 \$60,000 \$540,000 }	\$1,177	{ \$5.60 on old shares and 1.30 on new shares for half year ending 31.12.09 }	8 1/2 \$20 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$100	\$100	{ \$800,000 \$80,000 \$720,000 }	\$27,712	Interim of 3/- for account 1909	7 1/2 \$100
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$150,000 \$1,350,000 }	\$5,474	45 cents for 1909	6 1/2 \$8 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$300,000 \$30,000 \$270,000 }	\$169	\$4 1/2 for 1909	8 1/2 \$33 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 3,900,000 Tls. 390,000 Tls. 3,510,000 }	Tls. 6,069	Final of 6 1/2 bonus Tls. 1 for 1909	6 1/2 Tls. 109
West Point Building Company, Limited	12,500	\$50	\$50	{ \$625,000 \$62,500 \$562,500 }	\$1,958	Final of \$1.80 for account 1909	8 1/2 \$39 sellers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 5	{ Tls. 1,000,000 Tls. 100,000 Tls. 900,000 }	Tls. 20,995	Tls. 11 for year ending 31.10.09	8 1/2 Tls. 122 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,250,000 \$125,000 \$1,125,000 }	\$5,553	50 cents for year ending 31.7.08	8 1/2 \$6 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 750,000 Tls. 75,000 Tls. 675,000 }	Tls. 8,372	Tls. 7 1/2 for year ending 30.9.09	12 1/2 Tls. 62
Loan-ung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	{ Tls. 800,000 Tls. 80,000 Tls. 720,000 }	Tls. 1,829	Tls. 4 for 1909	7 1/2 Tls. 70
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 600	Tls. 60	{ Tls. 1,200,000 Tls. 120,000 Tls. 1,080,000 }	Tls. 31,178	Tls. 35 for 1909	10 1/2 Tls. 240
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,000	12 1/2	12 1/2	{ \$100,000 \$10,000 \$90,000 }	648	15 1/2 per share for 1908	310 buyers
China-Borneo Company, Limited	60,000	\$18	\$18	{ \$1,080,000 \$108,000 \$972,000 }	nil	60 cents for 1909	6 1/2 \$91 sales
China Light and Power Company, Limited	50,000	\$5	\$5	{ \$250,000 \$25,000 \$225,000 }	\$61,128	10 cents for year ended 28.2.06	5 1/2 \$14 sellers
Do. (Special shares)	50,000	\$5	\$5	{ \$250,000 \$25,000 \$225,000 }	\$6,000	80 cents for 1909	9 1/2 \$31 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,250,000 \$125,000 \$1,125,000 }	\$1,800	\$1.20 for year ending 31.7.09	6 1/2 \$19 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$5	{ \$300,000 \$30,000 \$270,000 }	\$4,900	{ Final of 40 cents making in all 75 cents per share for 1909 }	10 1/2 \$6.90 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$400,000 \$3,600,000 }	\$670	14 per cent. viz. \$1.40 for 1909	10 1/2 \$14 buyers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$120,000 \$12,000 \$108,000 }	\$12,798	{ A dividend of \$1.20 per share and a bonus of 10 cents }	6 1/2 \$10 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$600,000 \$60,000 \$540,000 }	\$7,616	Final of \$8 for 1909	6 1/2 \$160 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 \$12,500 \$112,500 }	\$6,176	Final of \$1 making in all \$2 for 1910	9 1/2 \$21 sale & 1
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$600,000 \$60,000 \$540,000 }	Tls. 216,682	2nd interim dividend of Tls. 12 1/2 for 1910	4 1/2 Tls. 7,320
Maatschappij tot Exploitatie van Landbouwen plaatje in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 2,500,000 Tls. 250,000 Tls. 2,250,000 }	Tls. 216,682	80 centon fully paid shares and 8 cent on 1 \$1 paid shares (1/2 year ending 30.4.10)	5 1/2 \$144 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 \$25,000 \$225,000 }	\$3,014	None	5 1/2 \$14 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$500,000 \$50,000 \$450,000 }	Dr. 18,440	None	5 1/2 \$10 buyers
Philippine Company, Limited	75,000	\$10	\$10	{ \$750,000 \$75,000 \$675,000 }	Dr. 18,440	None	5 1/2 \$10 buyers
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	{ Tls. 200,000 Tls. 20,000 Tls. 180,000 }	Tls. 5,150	Final Tls. 5 making Tls. 8 for 1908	4 1/2 Tls. 240 sellers
Societe des Pulpes et Papeteries du Tonkin	13,207 Benefit shares 1,800	50 Halpang Newland	25 Currency	{ none none none }	none	First year	55 1/2 sellers
South China Mapping Post, Limited	6,000	\$25	\$25	{ \$150,000 \$15,000 \$135,000 }	Dr. \$27,86	None	42 1/2 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	{ \$500,000 \$50,000 \$450,000 }	\$1,956	10 1/2 for year ending 31st May 1910	10 1/2 \$5 buyers
Union Waterworks Company, Limited	50,000	\$10	\$10	{ \$500,000 \$50,000 \$450,000 }	none	60 cents for year ending 31.12.08	8 1/2 \$7 sellers
United Asiatic Oriental Agency, Limited	10,000	\$10	\$10	{ \$100,000 \$10,000 \$90,000 }	\$4,000	60 cents per ord. share for year ending 31.5.09	8 1/2 \$12 1/2 sellers
Watkins Limited	10,000	\$10	\$10	{ \$100,000 \$10,000 \$90,000 }	\$1,011	35 cents for 1909	5 1/2 \$10 sellers
Watson (A.H.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$90,000 \$810,000 }	\$2,212	None	5 1/2 \$10 buyers
William Powell, Limited	15,000	\$7	\$7	{ \$105,000 \$10,500 \$94,500 }	\$781	None	5 1/2 \$1 sellers

Intimations

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL \$3,000,000.



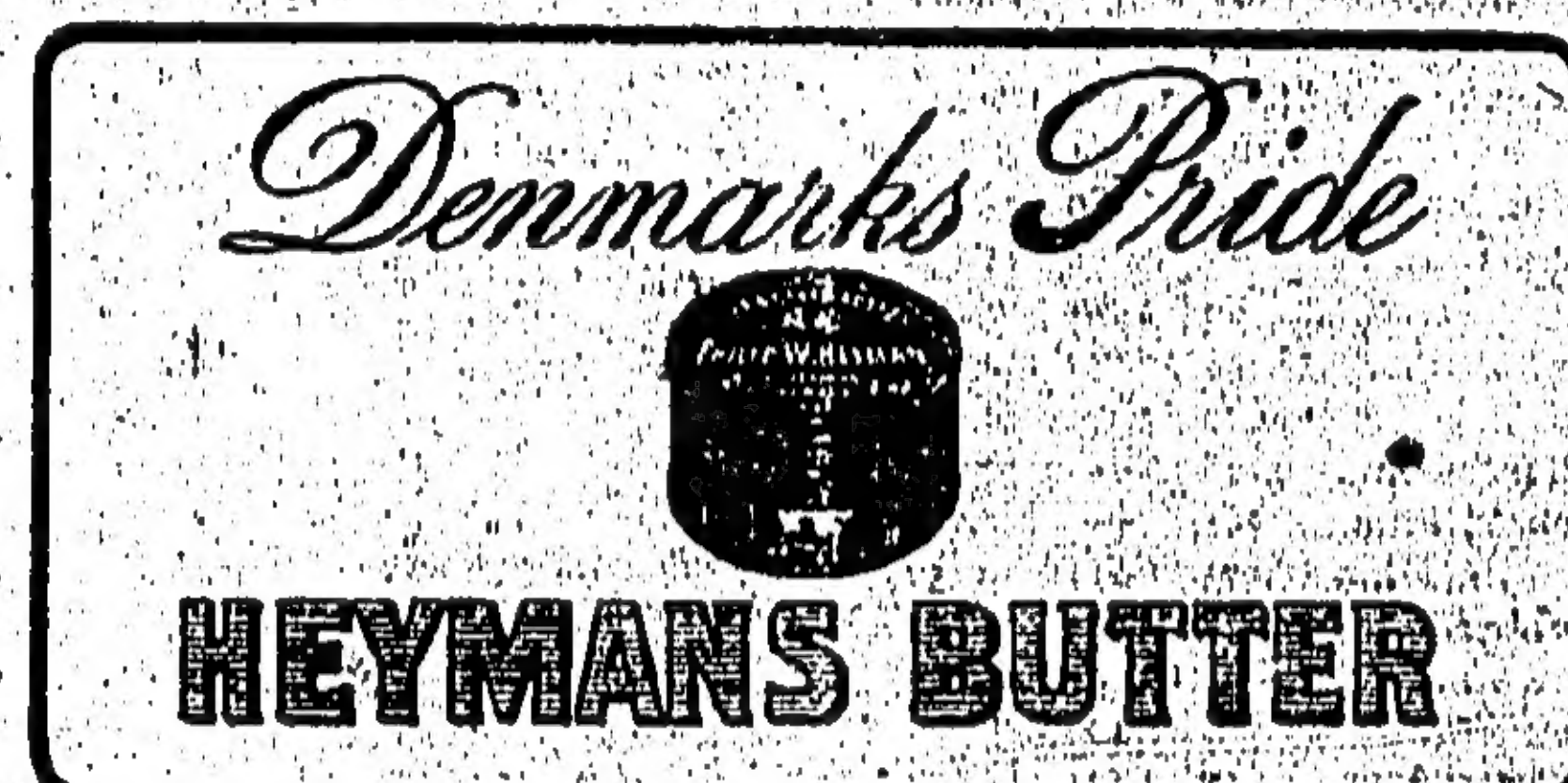
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High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

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BARRETO & CO.,
AGENTS.

SIEMSEN & CO., Sole Agents.

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COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c.

SOLE AGENTS FOR
FERGUSON'S SPECIAL GRAM
and
P & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
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ALWAYS IN STOCK

REASONABLE PRICES
noted 1st March 1910

A TOO STABLE.
LEIGHTON HILL ROAD,
(next to No. 11 Police Station)

Established a SHORING FORGE at
Leighton Hill Road where Horses and
Ponies can be shod by EXPERIENCED
SHANGHAI FARRIERS by arrangement.
Shoeing of Horses and Ponies also under-
taken at Kowloon on receipt of Owners
instructions.

A TOO STABLE.
Leighton Hill Road,
Hongkong, 29th March, 1910.

LEE YEE
HAIR DRESSING SALOON

HAS ALWAYS ON HAND
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